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HONG KONG, TUESDAY, JUNE 2, 1936.

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Hector: Cat About Town.
Notorious Gossp

Philip Merivale is making his first movie for Hollywood. The studio executives have done their best to make him feel at home, but his director was a little apprehensive on the first day of shooting. "I know it must be hard for you, Mr. Merivale," he said, "working without an audience."

"Not at all," answered Mr. Merivale. "I've just been acting Snake-speare in New York."

The following incident involving the new liner, Queen Mary, happened while the ship was under construction at Clydebank. A gentleman lunching in a popular Glasgow restaurant asked the waiter where he should go sightseeing. The waiter immediately suggested Clydebank and the gigantic liner. The suggestion fell flat—the customer was Sir Edgar Britten, the Cunard commodore.

Husband (reading newspaper): "It says here that the average man inhales about 500,000 cubic inches of air a day."

Wife: "Yes, and isn't it surprising that so much of it is hot when he exhales it?"

"A train of thought is frequently limited, although it may be only local."

At the wedding anniversary of a Scottish magnate, one of the guests, noticing a somewhat lonely looking and rather shabbily attired man in a corner, walked over and sat beside him.

"I was introduced to you, but I did not catch your name," he said. "My name," replied the other, "is Blain."

"Oh, then you are a relative of our host?"

"Yes," rejoined the poor relation. "I'm a cousin \$200,000 removed."

"What is your age?" asked the magistrate.

"Twenty-one years and some months," replied the woman witness.

"Just how many months? You know you are on your oath?"

"A hundred and twenty."

Teacher: "Where does the Rhine flow?"

Cockney Pupil: "Down the drine, sir."

Local Exchange Quotations

T.T. ON LONDON:
1/3.3/8 (nom.)

T.T. ON NEW YORK:
32

DR. COLBERT ATTACKED

Masked Visitor At
His Office

BLOW WITH BLUNT INSTRUMENT

Tientsin, June 1.

Dr. John William Colbert, American physician, who was acquitted on February 28 after trial in the United States Court for China on allegations of administering poison in food, drink and medicine to his wife in an attempt to murder her, was the victim of a mysterious attack in his own office last evening.

According to a report turned in by Dr. Colbert to the United States consular authorities this morning, an unknown foreigner entered his office where he was working at a late hour and threatened him.

The visitor had his hat pulled down over his forehead and a handkerchief covering the lower part of his face. Before Dr. Colbert had time to interrogate the visitor, the latter first attempted to knife him through the heart, but the doctor ward off the blow and a moment afterwards was knocked unconscious with a blow on the head with a blunt instrument, remaining unconscious for half an hour. The assailant had in the meantime made good his departure.

Police.

CARLYLE'S HOUSE

To Be Presented To
The Nation

London, May 14.

Carlyle's house in Cheyne Row, Chelsea, will be the scene of an interesting ceremony, a fortnight hence, when Professor G. M. Trevelyan, O.M., acting on behalf of the trustees, is to hand over the deeds of the house to Viscount Esher, representing the National Trust, and the deeds of Carlyle's birthplace at Ecclefechan to Sir Laid Colquhoun, Bt, representing the National Trust for Scotland.

Mr. Reginald Blunt, who was the original London secretary of the Carlyle House Fund, will be a notable figure at the ceremony. He says that since "the Sage's" house was opened to the public some 40 years ago 130,000 people, of whom a big proportion were American tourists, have visited it.

HONOURS GIVEN ON WEDDING DAY

London, May 11.

Bridegroom, bride's brother and best man were each mentioned in three official announcements, made shortly before the wedding of Miss Marguerite Henriette Vulliamy Battle and Squadron-Leader S. D. Culley, at Woodham, Surrey.

The bridegroom, who had served in India until recently, learned that he had been mentioned in dispatches; Squadron-Leader H. F. V. Battle, the bride's brother, was told that he had been awarded the Distinguished Flying Cross, and the best man, Superintendent W. O. Wood, of the Indian Police, heard that he had been awarded the O.B.E.

The honours were in connection with the North-West Frontier command operations.

DIARY OF LOCAL EVENTS

TUESDAY, JUNE 2

Anniversaries and Holidays—Saints Marcellinus, Peter and Erasmus.

Cinemas

King's:—"Professional Soldier." Queen's:—"Boulder Dam." Oriental:—"The Milky Way." World:—"Law Beyond The Range." Alhambra:—"Professional Soldier." Majestic:—"Strike Me Pink." Star:—"Millions in the Air." Entertainments—Charity Concert at Club de Recreio, in aid of School funds, 9 p.m. Meetings—Kowloon Chess Club, 5.30 p.m. Miscellaneous—Rotary Dinner, Hongkong Hotel. Social—Cheero Club Whist Drive, 8.30 p.m.

Sports

Darts—McEwan-Younger League. Chief and Petty Officers v. Royal Engineers; Royal Artillery, Lyemum v. Royal Naval Yard Police; Royal Artillery, Stonecutters v. Royal Welch Fusiliers; H.K.S.R.A. v. Royal Ulster Rifles. Lawn Bowls—Pairs Championship, F. Cheesman and J. G. Gill v. W. L. Walker and H. E. Rose (Kowloon Dock Green), C. Roza Pereira and C. G. Silva v. A. Steven and J. A. R. Selby (Kowloon B. G. C. Green), F. A. Machado and H. F. Rozario v. J. MacDonald and A. M. Holland (Kowloon Dock Green), T. Coleman and G. N. Mitchell v. D. C. S. Alves and F. V. V. Ribeiro (Police R. C. Green), L. J. Silva and H. A. Alves v. F. M. el Arculli and A. Bakar (Civil Service Green), C. H. Basto and J. J. Basto v. A. E. Coates and Cavanagh (Football Club Green), 5 p.m. Lawn Tennis—"A" Division, Kowloon C.C. v. Chinese R.C. "A"; Chinese R.C. "B" v. U.S.R.C.; Indian R.C. v. Club de Recreio; Hongkong C.C. v. South China. Moon—IV Moon, 13th Day. Sunrise—5.38 a.m. Sunset—7.04 p.m. Tides—High at 7.05 and 20.41; Low at 0.34 and 14.15.

WEDNESDAY, JUNE 3

Anniversaries and Holidays—Ember Day, St. Clotilda, Q.

Cinemas

King's:—"Petticoat Fever." Queen's:—"Boulder Dam." Oriental:—"Hands Across The Table." Central:—"David Copperfield." World:—"Law Beyond The Range." Alhambra:—"Another Face." Majestic:—"The Lost Jungle." Star:—"Trouble In Paradise." Dances—Cheero Club Tea Dance, 5 p.m. Meetings—Chinese General Chamber of Commerce Monthly Committee Meeting, Chamber's Headquarters, 2.30 p.m. Social—Whist Drive, Sailors' Home and Seamen's Institute, 9 p.m.

Sports

Lawn Bowls—Singles Championship, J. McKelvie v. H. Overy (Club de Recreio Green), V. N. Atienza v. U. M. Omar (Civil Service Green), S. J. Houghton v. C. G. Rossett (Kowloon B. G. C. Green), W. Macfarlane v. F. Goodwin (Kowloon Dock Green), A. E. Coates v. J. F. McGowan (Football Club Green), C. H. Basto v. J. A. da Luz (Kowloon C. C. Green), H. F. Westlake v. W. Mair (Craigengower Green), W. Ward v. M. R. Abbas (Hongkong Electric Green), B. Basto v. A. R. Minu (Taitoko R. C. Green), W. V. Field v. J. Cavanagh (Police R. C. Green), A. S. Gomes v. J. S. Landolt (Indian R. C. Green), 5.15 p.m. Lawn Tennis—"B" Division, Civil Service v. Chinese R. C. "B"; University v. Hongkong C. C.; Chinese R. C. "A" v. Club de Recreio; Central British v. Craigengower C. C.; Indian R. C. v. Kowloon C. C. Moon—IV Moon, 14th Day. Sunrise—5.38 a.m. Sunset—7.04 p.m. Tides—High at 7.29 and 21.86; Low at 1.09 and 14.55.

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PRIZE MONEY OFFERED

London-Johannesburg Air Race

DUAL OBJECT IN VIEW

London, June 1.

The South African industrialist, Mr. Schlesinger, has provided £10,000 prize money for an air race between London and Johannesburg starting on September 15.

The race is open to aircraft pilots of the British Empire. It is hoped that the winner will arrive in Johannesburg in two days.

The Royal Aero Club has agreed to organise and manage the race which will be flown on handicap basis via the mail route on the East Coast.

Mr. Schlesinger's object is to encourage fast commercial flying and draw attention to the Empire Exhibition at Johannesburg opening on September 15.

The proposal has been approved by the South African Government and the British Air Ministry.

AVIATION

AIR TAXIS INTO THE CITY OF LONDON

Report's Striking Prophecy

London May 13.

Air taxis to take to the centre of London passengers who have arrived at London airports, are forecast in a report prepared for the Essex County Council on "Air Planning in Essex," and published by the Council at 10s 6d.

The report, by Messrs. Norman and Dawbarn, presents a striking picture of the near future—the county studded with aerodromes of different classes, air ports, flying zones, and radio stations.

"There is little doubt," it says, "that in later years a type of air vehicle will be devised, probably with moving wings, capable of carrying passengers into the centre of London. Such craft, will, no doubt, be largely used as taxis to reach the main airports where it will not be difficult to set aside areas where they may land and take off. The possibility must not be ignored in the case of marine airports."

It is thought probable that moving wing aircraft, as typified by the autogiro, will become capable of landing actually inside the built-up areas of towns. Operation to such small landing-points would, no doubt, for long be confined to strictly licensed pilots, but it might lead to an enormous development of short distance flying. In country districts, such aircraft might be expected to land close to the houses of their owners. The need would always exist, however, for aerodromes accommodating repair and fuelling stations, garages, sales depots, and instructional establishments.

AIRPORT SUGGESTIONS

With regard to controlled traffic, the report makes the following recommendations:

Fairlop Plain, near Ilford, as the largest form of Class 1 airport and as a major terminal for the City of London. The City Corporation have just decided to construct an airport there at a cost of £600,000.

Next in importance Southend, where provision should be made for the extension of the present municipal airport site to Class 1 dimensions.

Southend and Colchester to be relief airports to Fairlop. Class 1 airport for Colchester, to serve North-East Essex, to be planned upon the Berechurch site. Final relief airports at Chelmsford and Bishop's Stortford.

For marine aircraft, Class 1 airports at Gravesend Reach, in the Thames, and, as at present approved, at the port of Harwich, in the waters of the Stour and Orwell.

With regard to decontrolled traffic, space between the local control areas should be available in all weather for the circulation of air traffic. Sufficient space should be left to allow free circulation of such traffic between all the main centres of population and the recreational districts.

The future main lines of traffic from the east, it is suggested, should be two, one to follow the Lea valley and the other the general line of the Thames. These lines could be planned to avoid the Fairlop local control area.

PLAN FOR WHOLE FLEET OF HINDENBURGS

TO START ROUND-THE-WORLD AIR SERVICE

New York.

Plans are being pushed forward for a great round-the-world airship service as the result of the Hindenburg's record flight from Friedrichshafen to Lakehurst, New Jersey.

Discussions now starting between German and American interests may result in a big fleet of airships, some of them as large as the Hindenburg, being rapidly constructed in Germany and America in the near future.

Dr. Eckener has disclosed the first time that he won President Roosevelt's support for a joint German-American air transport plan at a private conference last autumn.

But the President indicated that he would like the feasibility of a regular trans-oceanic air service tested before the plan was developed.

Ten trips planned for the Hindenburg to America are for this purpose, and to restore public faith in airship travel.

RESTORING PUBLIC FAITH

The round-the-world air venture, according to the plans under discussion between German and American financiers, would be supported by a substantial United States mail subsidy and a Bill to enlist American support through subsidies has already been drawn up for introduction in the House of Representatives and the Senate. Chances of success are enhanced by the report that one of America's biggest aeroplane transport companies is supporting the scheme.

Suggested sites for Class 2 and 3 air ports within 20 miles from London, are Waltham Abbey, Broxbourne, Stapleford and Erith. The possibility of the use of Fairlop, if fully developed, for airship travel cannot be ignored.

A WEEK OF BRITISH FLYING NEWS

Use of amphibious flying-boats

In the Navy is to be extended for more than a year an amphibious machine, fitted with landing wheels which can be wound up or let down on either side of the hull, has formed part of the armament of the battleship "Nelson," and a number of similar craft are under construction for the Fleet Air Arm, here they will replace obsolescent types of aircraft now in service in catapult-equipped warships. They will be the first boat-hulled marine aircraft since the War to go into service with the Navy, which has employed only float seaplanes and landplanes.

Experts point out that the amphibian, with boat hull, is better suited for alighting on, and taking off from, rough water than the floatplane. Important advantages accrue from the amphibious gear. Ease of communication between sea and shore is augmented; several times the Home Fleet, flying in the "Nelson's" amphibian, has been able to visit the Admiralty from the English Channel or elsewhere in quick time, landing near London at Hendon aerodrome.

The type of amphibian now building for the Fleet Air Arm is the Supermarine Walrus, a single-engine boat biplane powered with a Bristol Pegasus radial motor mounted to drive a "pusher" airscrew behind the main planes. In addition to the Fleet Air Arm order, the Australian government has placed contracts for Walruses and delivery is now proceeding of the first batch of 24 of these craft.

bourne, Stapleford and Erith. The possibility of the use of Fairlop, if fully developed, for airship travel cannot be ignored.

ADVENTURES IN CHINA

RECENT BOOK OF REMINISCENCES

Up and Down the China Coast

By "Ranger." (Denis Archer, 18s.)

Air Commodore L. E. O. Charlton, who contributes a foreword to this exciting volume of reminiscences, describes it as a "document of human nature in the raw." And so it is. We first meet "Ranger" as a young officer in the R.A.F. He has comments to make on Service life in Egypt that one hopes are exaggerated.

We next find our adventurer in Malaya, where he, had obtained a post as assistant on a rubber estate. He gets tired of Malaya, whose rubber industry is "badly conducted," and after a final row with his chief, is on a P. & O. vessel bound for China. From there he moves on to Manchuria to sell insurance.

By this time he appears to have mellowed a little and has a great deal to say that is provocative. If not instructive, about Japanese aggression. It is difficult, however, to believe that the Japanese went to the extent of kidnapping people only in order to rescue them. Still, "Ranger" must be acknowledged to have written a racy book, packed with amusing character sketches—the reader will not readily forget "Princess" Nettle, the "high-stepper"—and, genuinely outspoken.

ordered for Commonwealth defence.

Extremely severe official trials were imposed on the first Walrus. It went with the aircraft carrier "Courageous" to take part in the Navy's strenuous Mediterranean spring cruise. It was thoroughly tested in every kind of Service operation from land and water. It was the first flying-boat in the world to be launched by catapult, and passed successfully through the official catapult trials at the Royal Aircraft Establishment, Farnborough.

THE STREAMLINING PROBLEM

Difficulties Not Yet Overcome

There are many of us who have been hoping that out of all the experiments now going on, experiments visible in those still strange-looking cars which, in regard to public taste, are in the trial and error process on the road, the true streamlined car will emerge. It did seem that we were well on the way to the desired end, but now we are told frankly, indeed with some bluntness, that we have a long time to wait, for all that is being done is fundamentally wrong. This on the authority of one of the best-known engineers in the British motor industry, a pioneer who himself has put more than one bold experiment on the market, and with success. His authority, therefore, is considerable, and he declares that true streamlining is not possible until we have the engine at the rear of the car. Given that, then, designers, engineers, coachbuilders will be able to produce the real thing.

The doctrine is not wholly new, and the history of the motor industry in this country can show more than one experiment with a rear-engined car. Of these the most striking was the Burney, and some few years ago the little Trojan appeared at the Olympia Show, if memory is not at fault, with its engine housed at the rear. The problem, again according to the authority already quoted, still presents many practical difficulties, which will long keep engineers busy. We have, therefore, a long time to wait for the true streamlined car, that ideal car which shall be of fine yet modest lines, shall be roomy and airy, and shall be as good a road carriage as it is a machine.

BRITISH AND AMERICAN DESIGN

At the same time, the present experiment in body form are not to be despised. Some of them are strange, but, in part at least, that is because we have not grown ac-

customed to them. The fact that they are on the road in private ownership is some evidence that the British motorist is not averse from trying a thing because it is new. Nor is the American motorist. Indeed, it would appear that there is an interesting, almost humorous, interplay of ideas and practice between the American and the British manufacturers. Slightly to exaggerate what happens, the American makers send over here something new and rather florid in the way of body design. British firms note this, and its influence finds its way into their products. The American makers, who can no longer afford to neglect what we are doing, take these products and work their influence into their new designs. That in turn is felt in British design, and yet again the factories in the United States reflect what is being done here.

Yet there is progress, although the engine is still retained at the front of the car. We are on the way to less florid design and to a road carriage—a word appropriated by the makers of luxury cars in the early days of the industry to describe their products—of restrained form and decoration.

CONVERTIBLE COACHWORK

Progress in streamline body design is also taking another and an unusually interesting form. More than ever the motor public is demanding something other than the saloon, with or without the sliding top known as the sun roof. The open car, which a few years ago almost disappeared before the popularity of the saloon, and could be bought only at a higher price than the closed car, is coming back, with modifications. The demand is for convertible coachwork, and in many forms we are getting cars attractive in appearance which in use are, as never before, all-weather cars. Here again it has been a question of overcoming difficulties, such as that of providing a folding

MOTOR JOTTINGS

roof the arms and the hinges of which did not rattle either in wind or on a rough road surface, and one that can be opened or closed with ease; and that of providing winding glass windows in place of the detachable celluloid affairs—a car, in effect, that when closed is a saloon, and is neat when open.

Progress has gone a long way. There are now hoods that can be used in three positions; hoods that can be wound open or closed with handle-operated mechanism; hoods that can be opened or closed while the car is in motion. In these types the side windows, of glass, can be used whether the hood is raised or lowered. The one problem that remains difficult to solve satisfactorily is that of wind-protection for the rear passengers when the hood is folded. A screen attached to the rear of the front seats, and that winds down, is one attempt, but as most front seats today are of the independent bucket type this screen does not wholly serve the purpose. There are also minor disadvantages connected with the folding hood; one is that after use in the wet it has to be kept open to dry when weather conditions ask that it should be folded away. That, however, is a small matter; it was no great affair in days when there were more hoods than saloon bodies; and, after all, a folding hood, demands less attention than a highly finished, polished saloon body. R.C.

was automatically withdrawn, so that the gear lever could be moved into any notch, and on touch of the accelerator, the clutch was automatically let in and the car moved off.

A touch of the gear-lever knob released the clutch for gear changes as needed, or enabled the car to free-wheel.

This device, which costs from £15 10s upwards, according to engine size, can be fitted to any car, and is widely used now for commercial work where constant gear-changing is demanded.

EASIER & SAFER MOTORING

Two-Pedal Control Nearly Ready

NO CLUTCH OR READY LEVER

BY A. G. THROSSSELL

The motor-car of the future will be controlled by two pedals only, accelerator and brake. This simplification, for which inventors have long been striving, is nearing completion.

Recently I drove a car with no clutch pedal. Before long I hope to drive a car with neither clutch pedal nor gear-lever.

The revolutionary device which gives this result is a form of hydraulic transmission of power on which the inventor has been working for six years. All gear-changing is abolished as far as the driver can tell, there is no gear-box at all, but acceleration is just as rapid as with a good gear-box skilfully handled.

The British rights of this invention, which is French, have been acquired by a well-known firm of car manufacturers which has always been in the forefront of mechanical development, and has in recent years introduced several improvements, since generally adopted.

NEXT YEAR'S MODELS

Experimental work with the new transmission is now in progress, and the head of the firm, with whom I spoke was enthusiastic. I gather that his next year's models will all be of the "two pedal" type.

The car I drove for a short test in London traffic was fitted with an automatic clutch control operated by oil pressure. With the engine idling, the clutch

(Continued on Previous Col.)

THE BLIND EYE

IMPROVED VISIBILITY FROM THE DRIVING SEAT NEEDED

Unobstructed visibility for the driver—that is one of the most valuable safety features in car design. But what of 1933 cars as a whole? It is not unfair to say that the view from the driving seat of certain models is not so good as it should be. It is convenient in traffic, and when turning into particularly narrow gateways, for instance, to be able to see the wings—but not essential. What "is" essential is that there should be the smallest possible obstruction to a clear view of the road ahead or to the sides. Particular offenders in the latter respect are thick windscreen pillars, which may obscure even a vehicle so large as a bus if it approaches at a certain angle. Rear-view outside mirrors attached to the windscreen pillar itself may also create a large blind spot. There are cars the bonnet line of which is too high for the convenience of very short drivers. This may mean that the road itself is invisible close to the car, so that a dog might run off the pavement and never be seen.

Faulty visibility for the driver may not be easy to discover in the showroom, but on the demonstration run it becomes clearly apparent. Look out for this point! It is, of course, only fair to manufacturers to point out that it is not by any means as easy as it seems to cut out all obstructions to the driver's vision, but those factories which have gone to great pains in this respect will deserve the harvest they reap in creating a most valuable selling point. The Minister of Transport is interested in such safety points, and is consulting the motor trade; progress has been made, but much preliminary work is involved.

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REFUSED THE CROWN OF ALBANIA

"Not In My Line."
First Lord Inchcape

MILLIONAIRE SCOT'S BIOGRAPHY

London, May 14.

The Crown of Albania was refused by the first Earl of Inchcape, the millionaire Scottish shipowner and banker, in two short sentences.

His refusal is recorded in Mr. Hector Bolitho's biography of Lord Inchcape (1852-1932) published today (John Murray, 15s.).

Addressed to the "English representative of big Balkan interests," through whom he received the offer, his reply ran:—

"I duly received your letter of the 23rd ult. and I am sorry I have been so long in replying. It is a great compliment to be offered the Crown of Albania, but it is not in my line."

The offer reached him in October, 1921, in these terms:—

"I have been approached by official representatives of Albania, including the new Foreign Minister, and the very influential deputies of the new Parliament for Durazzo, Scutari, Valona, and the new capital of Tirana."

"I am asked to inquire whether, under any circumstances, you would consider accepting the dignity of kingship for Albania?"

"Should the matter interest you your residence in the new kingdom would be at the capital, Tirana, with a summer palace at Valona; and, if your reply was in any way favourable, a special secret meeting of the Albanian Parliament would take place and an Ambassador would be sent over to London with an invitation couched in honourable and official language."

FINANCIAL HELP EXPECTED

"The new king would be expected to do all in his power financially and politically to help in the construction of railways, roads, schools, and public building throughout the country."

"If you turn the offer down entirely perhaps you would feel called upon to suggest the name of some wealthy Englishman or American with administrative powers who would care to take up the cudgels on Albania's behalf, thereby securing an honourable position as Albania's King."

"As this matter has been put before you perfectly seriously and not as comic opera I shall be glad if you will look upon the matter in an entirely confidential way although some day, when you come to write your reminiscences, you may not be able to resist a reference to the incident."

From his first task as a scrivener in a lawyer's office in his native Arbroath, James Lyle Mackay rose entirely through his own merit, his biographer explains, to control the P and O and other immense shipping and commercial interests, and to become the adviser of the Government in financial and shipping questions.

HIS RULE FOR SUCCESS

Mr. Bolitho says that a foolish legend gathered about the name of Lord Inchcape that he rose from nothing. His father had owned and navigated his own ships.

Once he was asked by a banker for the key to his success. He

RUGGER VETERAN

Sudden Death Of Mr.
C. Thomas

London, May 13.

Mr. C. Thomas, formerly a well-known international Rugby footballer, died suddenly at Barnstable yesterday morning.

He was given his cap in the season of 1894-95, when he was 19 years old, and again played for England two years later. He began his playing career with the Barnstable Club and continued to play Rugby until 1904.

He was captain of the Devon team which won the County Championship and played for his county 60 times. Before receiving his international cap he played for the North against the South.

Mr. Thomas was generally considered to be one of the best forwards who ever played. He was 61 years old.

DEATH IN HOSPITAL

GRANDDAUGHTER
OF DICKENS

London, Apr. 30.

Miss Ethel Dickens, 71, granddaughter of Charles Dickens, died in St. Luke's Hospital, Chelsea, yesterday.

Miss Dickens was found unconscious in her flat in Dover-court, Manor-street, on Monday by a friend.

She was hurried to hospital where she was visited by her relatives and friends. She was unable to throw any light on the tragedy.

Miss Dickens, who adapted a number of her grandfather's novels for the stage, was at work on another play at the time of her death. She had lived in Chelsea for many years and was a daughter of Charles Dickens's eldest son, Frank.

It is a tragic coincidence that Sir Henry Dickens, sixth son of the novelist, also died in St. Luke's Hospital, Chelsea. His death occurred two and half years ago after he had been knocked down by a motor-cycle on the Chelsea embankment.

"The Scapegoat," adapted from "Great Expectations" by Miss Dickens and C. R. Openshaw, was produced by Sir John Martin Harvey last year.

Miss Ethel Dickens was one of the members of the family participating in an action which came before the High Court two years ago concerning the proceeds of the copyright of "The Life of Our Lord," written by Dickens for his children.

answered, "I never fail to keep my word, and I always clear up my desk at night."

Francis Webster, a rope and canvas maker of Arbroath, who trained him as a clerk, said of him in his youth, "Jeemie is no a bad laddie, but he's a damned sight over ambitious."

TELEVISION POSTS FOR TWO WOMEN

Hostess-Announcers
Appointed

MANY APPLICANTS

London, May 18.

The B.B.C. announces that Miss Jasmine Bligh and Miss Elizabeth Cowell have been appointed hostess-announcers on the staff of the television department, and will join the Corporation to-day.

Thenceforth until the opening of the television service at the Alexandra Palace, London, they will make frequent appearances in the lighter sound programmes of the dance-music type to become accustomed to the microphone, beginning with the feature by Gerald and his Orchestra—"Romance in Rhythm"—on Tuesday, May 26.

Miss Bligh, who is 22 years of age, has had three years' stage and film experience. She has visited America, Italy, and Switzerland, and speaks French fluently.

Miss Cowell, who is 23, has travelled extensively abroad, and speaks French and German. She had considerable experience in mannequin work, and was specialised in dress design and display.

APPEAR ALTERNATELY

They were chosen from among 1122 applicants for the two posts of television announcer and hostess. They will make their television appearances at the Alexandra Palace alternately. While one is announcing, the other will be acting as hostess, the latter greeting the artists and helping them become accustomed to the unusual atmosphere of the television studios.

Television announcements will probably have to be memorised, the speaker dispensing with notes before the scanner.

Miss Bligh is a niece of Lord Darnley.

Now the B.B.C. are looking for a "pleasant, virile, the-man" to act with them as a third television announcer.

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TO-DAY'S RADIO PROGRAMMES

Broadcast by Z.B.W. On 355 Metres

12.30-2.10 p.m.—European Programme.

12.30 p.m.—Excerpts from Musical Comedy.

1 p.m.—Local: Time Signal and Weather Report.

1.03 p.m.—New, Light Symphony Orchestra.

1.25 p.m.—Reuter Press Bulletins, Rugby Press News, Local: Weather forecast, time and announcements.

1.40 p.m.—A Relay of the Rotary Club Tiffin Speech from the Hong Kong Hotel Roof Garden—Miss E. Picton-Turberville, C.B.E. on "A Women's Day in Parliament."

2.10 p.m. (Approx.)—Close Down.

4-7 p.m.—Chinese Programme.

7-11 p.m.—European Programme.

7 p.m.—

A Relay from Daventry

A Commentary on the arrival of the "Queen Mary" at New York. (Electrical Recording)

7.40 p.m.—

The London Palladium Orchestra

Sunset (Matti).

The Phantom Melody (Ketelbey).

Bells across the Meadow (Ketelbey).

Moontime (Collins).

8 p.m.—Local: Time Signal, Weather Report, Stock Quotations and Announcements.

8.05 p.m.—

Three Songs by Hildegard

1. For Me, for you.

2. I believe in Miracles.

3. Listen to the German Band.

8.15 p.m.—

From the Studio.

The 1st of a series of Talks on Gilbert and Sullivan Operas.

No. 1: Early Stages of the Partnership (with musical illustrations) Mr. T. F. Ryan.

8.45 p.m.—

Octets

Hearts and Flowers (Tobani).

The Wedding of the Rose (Jessel).

Nocturne in E flat Major (Chopin).

Spring Song (Mendelssohn).

La Cinqtaine (Marle).

9 p.m.—

A Relay from Daventry

News Bulletin and Announcements (Copyright by Reuter).

9.20 p.m.—Cricket: Middlesex v. Sussex. A commentary on the Match from Lord's Cricket Ground, London.

9.35 p.m.—

From the Studio

A Variety Concert

by Doreen Ma and George Bond on two Pianos.

Lee Wong (Vocal).

Ronnie Edwards (Xylophone).

10 p.m.—Big Ben.

10.15 p.m.—Light Orchestral Selections.

Obstination (arr. Crook).

Tango Hababera (arr. Hartley).

Moya, Lovely, Moya (Peter).

Come to the Ball (The Quaker Girl).

Hungarian March Potpourri.

Spring in Japan—Waltz.

Blossom Dream—Waltz.

Responso Malevo—Tango.

10.45 p.m.—Dance Music.

11 p.m.—Close Down.

BERLIN PROGRAMME

4.55 p.m.—Call DJQ, DJA, DJB (German, English).

German Folk Song.

5 p.m.—Famous Artists: Hans Beltz plays the "Wanderfantasie" by Schubert and the "Fantasie" in F minor by Chopin.

5.30 p.m.—News and Economic Review in English.

5.45 p.m.—On Shank's Pony. Musical Pictures by Paul Noack-Hilfenfeld.

6.30 p.m.—Songs from Scandinavia. Lissie von Rosen.

6.45 p.m.—News and Economic Review in German.

7 p.m.—Concert of Light Music.

8 p.m.—News in English—Sign off DJQ.

8.15 p.m.—Greetings to our listeners in New Zealand.

8.20 p.m.—Little German Broadcasting ABC.

8.35 p.m.—Concert of Light Music (continued).

9 p.m.—Sign off DJA and DJB (German, Engl.).

9.05 p.m.—Call DJA, DJB, DJN (German, Engl.).

German Folk Song.

9.10 p.m.—Greetings to our listeners in the Dutch East Indies.

9.15 p.m.—News and Economic Review in German on DJA, DJB, DJN.

9.30 p.m.—Hitler Youth Programme.

A Little Cantata.

9.45 p.m.—Aboard the Etherbus through Germany.

10 p.m.—News and Economic Review in English on DJN and in Dutch on DJA, DJB.

10.15 p.m.—To-day in German. Sound Pictures.

10.30 p.m.—Twist Dyke and Dune. A Low-German Evening.

11.45 p.m.—Songs from Scandinavia.

Lissie von Rosen.

12 midnight—Close DJA, DJB, DJN (German, English).

RADIO MANILA

5.30 a.m.—Breakfast Hour of News and Music—English and Spanish Current Events and Vaudeville of the Air, conducted by Don Alva.

7 a.m.—Sign Off.

6 p.m.—Song and Movie Magazine of the Air, sponsored by the Literary Song-Movie Magazine.

6.20 p.m.—Spanish Informational Period.

6.35 p.m.—English Informational Period.

6.55 p.m.—Stock quotations, through the courtesy of Swan, Culbertson and Fritz.

7 p.m.—To be announced.

7.30 p.m.—Philco-Frigidaire presentation featuring "Tarzan of the Apes."

7.45 p.m.—Radio Crusaders, conducted by Bernie Nolasco.

8.15 p.m.—Commercial Monitor.

8.30 p.m.—A Voice and Two Guitars—Carmela Hernandez with Sarmiento and Rey.

8.45 p.m.—Stock Quotations and Local Market Reports.

9 p.m.—"Sampaguita" conducted by Remigio Mat. Castro.

9.30 p.m.—Chamber Music Programme—

Quartet in F Major (Tschalkowsky)—Budapest String Quartet.

Quintet in G Major (Brahms)—Budapest String Quartet with Second Viola.

10.30 p.m.—Sign Off.

EMPIRE RADIO

TRANSMISSION 2

The following frequencies will be used:—

GSH 21.47 Mc/s (13.97 m.)

GSG 17.79 Mc/s (16.86 m.)

7 p.m.—Big Ben. A commentary on the arrival of the Queen Mary at New York.

7.40 p.m.—Military Band Music.

8.15 p.m.—The Drama of To-day: the Amateur Movement. Geoffrey Whitworth.

8.30 p.m.—"Starlight," Number Five. Interviews with famous stage people, and excerpts from their repertoires. No. 5: Nicholas Hannen.

8.45 p.m.—A Recital by Eileen Andjelkovich (Violin). Gipsy Serenade (Valdez). Le Bavolet flottant (Couperin, arr. Burmester). Humoreske (Dvorak). Tanz-Idylle (Sibelius). Bagatelle (John Ireland).

9 p.m.—Greenwich Time Signal.

9 p.m.—The News and Announcements.

9.20 p.m.—Cricket: Middlesex v. Sussex. A commentary on the match from Lord's Cricket Ground, London.

9.35 p.m.—Light Orchestral Music.

9.45 p.m.—Close down.

TRANSMISSION 3

The following frequencies will be used:—

GSG 17.79 Mc/s (66.86 m.)

GSG 15.14 Mc/s (19.82 m.)

GSD 11.75 Mc/s (25.53 m.) (from 11.30 p.m. to close).

10 p.m.—Big Ben. "Foreign Affairs," by Sir Frederick Whyte, K.C.S.I., LL.D.

10.17 p.m.—Roland Powell's Quintet, from the Sleeve Donard Hotel, Newcastle, County Down.

10.35 p.m.—Dance Music.

10.45 p.m.—"The Merry Month of June." A June revue, presented by John Pudney.

11.20 p.m.—Light Classical Concert. The Entente String Quartet: Dorothy Churton (Violin); Gerald Emms (Violin); Nora Wilson (Viola); Edith Churton (Violoncello). Olive Dyer (Soprano). Quartet in D minor, Op. 76, No. 2: Allegro; Andante a piuttosto allegretto; Menuetto; Finale (Haydn).

Olive Dyer: En priere; Green (Faure), Ma poupee chérie (de Severac).

11.55 p.m.—The News and Announcements.

12 midnight—Greenwich Time Signal.

12.15 a.m.—Frank Biff's Brass Quintet. Peggy Cochrane (Violin). Quintet: Parade of the City Guards (Jessel). Chanson hindoue (Rimsky-Korsakov). The Teddy-Bears' Picnic (Bratton). Peggy Cochrane: Melody (Tschalkowsky). Tango (Cecil Dixon). Concert Waltz (Chopin).

POST AT THE ADMIRALTY

For Captain A.L. Lyster

NAVAL NEWS

London, May 11.

Captain A. L. St. G. Lyster, C.V.O., D.S.O., who was in command of the gun's crew of H.M.S. Pembroke which drew the gun-carriage at the funeral of King George in London, is to take up to-day the post of Director of Training and Staff Duties at the Admiralty, in succession to Captain F. A. Buckley, who has been Director since March, 1934, and was formerly Deputy Director.

Captain Lyster has hitherto commanded Chatham Gunners School, and previously was Captain (D) of the 5th Destroyer Flotilla, Home Fleet, in the Exmouth and the Wallace. His D.S.O. was gained for service in the cruiser Cassandra, which was destroyed by a mine in the Baltic soon after the Armistice. He was the first executive officer of the battleship Nelson on her completion.

CHINA FLEET

H.M.S. Kent, flagship of Vice-Admiral Sir Charles Little in China, is making a cruise to Yangtze ports, and will afterwards go to Weihaiwei.

The Dorsetshire and the sloop Falmouth met the flagship at Wusung last week. The Cornwall has gone to Jesselton and Singapore before leaving the station at the end of May for Portsmouth.

The Capetown is already on her way home, and should reach Aden next Saturday. The Berwick is still on detached duty with the Fleet in the Mediterranean, and has just had a short rent at Malta.

R.M. POLICE OFFICERS

Examinations in military law have been instituted for officers of the Royal Marine Police, and will be held on the third Thursday of March and September yearly. Paper (A) is for superintendent and chief inspector, and paper (B) for sub-divisional inspector and inspector.

From April 1, 1937, promotions from within the R.M. Police to the ranks of inspector and above will be made from those who have passed the appropriate examination, except that officers now holding the rank of chief inspector will not be required to pass in paper (A). Officers appointed superintendent or chief inspector on entry will in future be required to qualify in paper (A) within one year of entry.

COM C. D. BURY

Lieutenant-Commander C. D. Bury, who has retired at his own request with the rank of commander, has had nearly 30 years in the Navy, which he entered as a cadet at Osborne in September, 1906.

A specialist in navigation, he was sub-lieutenant of the destroyer Landrail during the first part of the War and afterwards navigator of the destroyers Setter and Warwick and the flotilla leader Douglas. Since the War he has been navigator of several ships, including the battleship Royal Oak, the cruiser Durban in China, the submarine depot-ship Cyclops, and the aircraft-carrier Ark Royal (catapult training ship). His last appointment, from 1933 until January last, was as Master Attendant and King's Harbour Master at Bermuda.

ROYAL MARINE RETIRED PAY

An alternative scale of service retired pay, with additional retired pay according to the degree of disablement, is provided for an officer of the rank of major, R.M., who is invalided when under the age of 40 on account of a disability certified by the competent medical authority as attributable to the conditions of service, if such alternative scale be more to his advantage than the half pay of his rank.

A new Order in Council provides that the service retired pay awarded in future to a captain, R.M., under 40, invalided for any disability, or to a major, R.M., under 40, invalided for an attributable disability shall not exceed the rate of service retired pay for which he would have qualified had he been 40 years of age at the date of invaliding.

Mr. Peggy Cochrane. Quintet: Melody in E (Rachmaninov). Ma Curly-Headed Babby (Clutsum). Moment Musical (Schubert). Peggy Cochrane: Second Serenade (Toselli, arr. de Groot). All arrangements for the Quintet by Beaver and Fletcher.

12.45 a.m.—Cricket: Middlesex v. Sussex. A commentary on the match, from Lord's Cricket Ground, London.

1 a.m.—Close down.

LAMBERTS AUCTIONS

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SPECIAL CAR BADGE FOR DOCTORS

Statuette Of Phineas

London, May 11.

University College Hospital is introducing a motor-car badge for doctors and surgeons, so that, in an emergency, their cars can be recognized.

The badge is being supplied not only to those at present on the staff, but to doctors and surgeons who have passed through the hospital and are now practising in various parts of the country. It is a reproduction of Phineas, the hospital's famous Highlander mascot, for the possession of which students from King's College and students from University College Hospital have fought for many years.

The design is based on a silver statuette of Phineas belonging to the Duke of Kent, president of the hospital.

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in
"The Milky Way"
A Paramount Picture with
ADOLPHE MENJOU • VERREE TEASDALE
HELEN MACK • WILLIAM GARGAN

2 DAYS ONLY TO-MORROW & THURSDAY
HERE'S A FINE COMEDY SHOW!

A dizzy manicure girl tries to grab herself
a millionaire husband and falls for a sap.

Hands across the Table
A Paramount Picture with
Arlene Allen • Ralph Bellamy

MATINEES: 20c-30c • EVENINGS: 20c-30c-50c-70c

STAR
THEATRE

FINAL SHOWINGS TO-DAY

Gongway for the Amateur Gang!

MILLIONS IN THE AIR

A Paramount Picture with
JOHN HOWARD
WENDY BARRE
WILLIE HOWARD
BENNY BAKER
ELEANORE WHITNEY
GEORGE BARBER
Directed by Roy McCarey

TO-MORROW
Another "Old Favourite"
"TROUBLE IN PARADISE"

He: "When would it be best for me to ask your father an important question?"
She: "Well, he sees suitors from 6.30 to 8 every evening, with the exception of Sundays."

"PROFESSIONAL SOLDIER"

A life replete with warlike adventure, both on and off the screen, qualifies Victor McLaglen for the title role of 20th Century Fox's thrilling adventure romance, "Professional Soldier," which is now showing at the King's and Alhambra Theatres almost better than any of his acting rivals in Hollywood.

Following a life of actual and hazardous soldiering in many lands and under many flags, McLaglen won his first warrior role in "Beau Geste." Shortly after, he rendered the unforgettable portrait of Captain Flagg in "What Price Glory," and continued to dodge bullets in "Captain Lash."

The marines profited by McLaglen's services in "The Cockeyed World." In two recent pictures, "The Lost Patrol" and "The Informer," McLaglen was catapulted into personal stardom, and in both he carried arms, once as a British soldier and the other time as an Irish revolutionary.

In actual life, McLaglen had his baptism under fire as a member of the Life Guards during the Boer campaign, although he was under age at the time and had to misrepresent his years to enlist. He remained to see service in the various African engagements.

Later, when the World War broke out, he re-enlisted, was speedily promoted to a commission and led soldiers in the prosecution of the war in Mesopotamia. The close of the war found him occupying the position of Provost Marshal of Bagdad.

It was not until after the World War that McLaglen first essayed acting. From an inconspicuous start in a London production, his rugged physique, vitality and

TO-DAY AT THE CINEMA
Hong Kong

KING'S:
"Professional Soldier"
QUEEN'S:
"Boulder Dam"
ORIENTAL:
"The Milky Way"

Kowloon

ALHAMBRA:
"Professional Soldier"
MAJESTIC:
"Strike Me Pink"
STAR:
"Millions In The Air"

Coming

KING'S:
"Petticoat Fever"
QUEEN'S:
"Anything Goes"
ORIENTAL:
"Hands Across The Table"
ALHAMBRA:
"Another Face"
MAJESTIC:
"The Lost Jungle"
STAR:
"Trouble In Paradise"

"ANOTHER FACE"

The adventures of a wild motion picture publicity man who loses his fiancée because he is more concerned about newspaper headlines than about her safety, and who regains her by tackling gangland's most sinister killer single-handed, provides hair-raising thrills and lively comedy in "Another Face," showing at the Alhambra Theatre on Thursday.

Wallace Ford shares honours in the film with Brian Donlevy, who portrays the gunman, and Phyllis Brooks, who appears as the star of the studio in which he is the publicity director.

On the eve of his marriage to Miss Brooks, Ford learns that the killer is playing a small part in her film, his widely known face changed into a handsome mask by plastic surgery.

By trying to scoop the police with a sensational capture before grinding cameras at the cost of imperiling Miss Brooks, he loses his girl's cooperation and turns Donlevy loose, heavily armed, inside the studio.

Ford takes the only way to redeem himself, following the killer in a tense chase that climaxes on a narrow catwalk forty feet above the floor of a giant sound stage.

Over his high lights of romance and action, Ford's role is essentially humorous, and the story's thrills are accompanied by much comedy.

Alan Hale, Erik Rhodes, Molly Lamont, Addison Randall and Paul Stanton are included in the large cast of "Another Face." Christy Cabanne directed this RKO Radio Picture.

BOULDER DAM

A thrilling and disastrous accident which actually took place during the construction of "Boulder Dam" was filmed as the climax to a sequence in "Boulder Dam," the Warner Bros. picture with the dam as its background, which is being shown to-day at the Queen's Theatre.

The new sequence was written into the script after Director Frank McDonald has received first-hand account of the details from Kay "Red" Russell, one of the daredevil "scalers" formerly employed at the dam and now appearing in a character bit in the film.

The sequence shows the heroism of several dam workmen in their efforts to curtail the progress of a runaway dynamite truck, tearing down hill at breakneck speed after the driver had lost control of the brakes.

Ross Alexander, playing his first leading screen role, will be seen as one of the workmen who manages to save a truck load of dynamite in "Boulder Dam."

grasp of the acting art speedily won for him a leading position as a thespian.

Freddie Bartholomew, the child actor of "David Copperfield," shares starring honours with McLaglen in "Professional Soldier." The story, based on a Damon Runyon tale, is built about the fascinating adventures of a boy king and his soldier pal—who always loved to fight, but who had to learn to fight for someone he loved.

DIAGNOSIS BY ELECTRICITY

MACHINE THAT SHOWS STATE OF HEALTH

London, May 14.

An "electric diagnostician" which shows how ill a patient is by recording his "vitality" is on view for the first time in this country at the Physical Medicine Exhibition, now being held at the Hotel Great Central, London, writes a correspondent.

On a machine very like a wireless set, with an illuminated and calibrated dial, the patient's natural electricity shows not only the extent of the illness but the exact location of the infection. It is called a Micro-Dynamic Diagnostic Galvanometer.

I watched yesterday while tests were carried out before a number of doctors.

A copper electrode was strapped to the patient's head, while the operator moved a zinc electrode over his face to determine whether he had any septic teeth. Each tooth was separately tested, and while most of them were sound and "normal vitality" was recorded on the instrument, one in each jaw showed the early signs of decay when the needle on the illuminated dial jumped from 50 to 150.

The patient had become electrically a part of the diagnostic instrument and his vital forces were registered on the sensitive galvanometer.

"HANDS ACROSS THE TABLE"

At The Oriental Theatre

Sparkling with bright dialogue, uproarious comedy and breezy performances by its stars, "Hands Across The Table" which comes to the Oriental Theatre on Wednesday and Thursday should be marked down on your list of "musts" as a delectable bit of spicily nonsense you shouldn't miss.

This laugh provoking entertainment vehicle also gives the seductive, blonde Carole Lombard an opportunity for her talents in a totally different role. Miss Lombard discloses an amazing flair for light comedy in her portrayal as a poor, but attractive and ambitious manicurist, and she emerges as an able comedienne.

Fred MacMurray, as a penniless young playboy, gives his most engaging and skilful performance of his short but promising screen career.

The story of "Hands Across The Table" centers around the determination and efforts of Miss Lombard to catch a rich husband. Love does not enter her scheme of things as her one desire is to marry money. As a manicurist in a beauty parlour in a swanky Manhattan hotel she meets MacMurray, young socialite who takes her night clubbing and subsequently misses his boat to Bermuda.

After confessing that the trip was brought by his prospective millionaire father-in-law, he asks Miss Lombard to put him up at her apartment until he can "return" from his holiday. The two make an agreement that they will carry out their plans to marry a bankroll. Their plans develop just as they hoped until they both suddenly find themselves in love, and with each other! After many amusing, fast moving complications, the fun film closes on a high note of hilarity.

ANYTHING GOES

Nether Bing Crosby nor Ethel Merman, the headliners in Paramount's comedy, "Anything Goes," which is coming to the Queen's Theatre shortly, ever took a vocal lesson or had stage training of any kind. Each is nationally regarded as the "top" man and woman singer of popular songs. Five years Crosby was just another singer in a band, and Miss Merman was taking stenography in a New York office. Crosby leaped into fame when he landed with Paul Whiteman. Radio carried him to the top. His ether fame brought him to pictures. Miss Merman gave up typing for vaudeville and small clubs. Then she went into "Giri Crazy" and became famous. After that came the "Scandals" and "Take a Chance." The latter landed her in pictures. Both singers decline to "do anything" about their respective voices, fearing that any training might spoil the quality which makes their work individual.

HONOUR FOR MINISTER WHO SAVED BRITONS

London, May 4.

An official telegram of congratulation has been sent to Sir Sidney Barton, British Minister in Addis Ababa.

It expresses appreciation of the manner in which Sir Sidney has guarded the interest of British nationals, and the manner in which he has handled the difficult situation during the Abyssinian War.

This recognition of Sir Sidney follows on glowing tributes paid to the British Minister by foreign Powers and in our House of Commons.

There is much talk in Whitehall concerning Sir Sidney's future. It is considered certain that he will receive an honour and that he will be promoted to a position of higher diplomatic importance abroad.

In the meantime, it was announced yesterday that Sir Sidney will, "for the time being," continue to represent British interests in Abyssinia.

One who knew Sir Sidney Barton well described him to the "Daily Mirror" as the most popular figure in diplomatic circles of Abyssinia.

"Dapper and friendly, with a twinkle in his eye, Sir Sidney has a manner which charms everybody," he said.

"A keen racing man, he used to run the Race Club, one of the social features of Addis Ababa. He had previously taken a big part in racing out in Shanghai, and all his life he has been a great horseman."

"Under his charge, the British Legation has become like an English country house. He is enormously proud of his English trees and flowers, specially brought to Addis Ababa from England."

"Sir Sidney took a personal interest in his staff, and all looked up to him and spoke of him with affection."

His greatest friend, Sir Edmund T. Backhouse, died about a month ago.

The greater part of Sir Sidney's life has been spent far away from England. The result is that to-day he is hardly known in the country which he has served.

Sir Sidney will be sixty in November. In the early summer of last year, after six years' service in Addis Ababa, he was preparing for a holiday. It was a holiday badly needed for his health.

Then suddenly came orders from London. His leave was cancelled. He must remain at his post.

A tired and sick man, in a short time he had to deal with a crisis more serious and delicate than any other British diplomat has had to face for years.

Now he is famous.

His foresight not only saved the lives of British subjects in Addis Ababa during the recent looting, but also the lives of Europeans imprisoned in other Legations.

ACTOR'S WIFE DIES

Mrs. Godfrey Tearle

London, May 14.

Mrs. Godfrey Tearle, wife of the well-known actor, died at their home at Tring, Hertfordshire, yesterday at the age of 26, from pneumonia.

Over two years ago she had pneumonia very badly, and it had been recurring each winter.

Before her marriage in October, 1932, Mrs. Tearle was Miss Stella Freeman. She was born at South Norwood on April 26, 1910, the daughter of Mr. Herbert Edwin Freeman. From 1924 to 1925 she was a pupil at the Royal Academy of Dramatic Art, but in 1922, when only 12 years old, she had made her first appearance on the stage at the Memorial Theatre, Stratford-on-Avon, as Peasblossom in "A Midsummer Night's Dream."

Later in the same year she had made her London debut as Curly in Peter Pan. When only 15 she was awarded the silver medal of the Royal Academy of Dramatic Art.

Among the parts which Miss Freeman played in London and the provinces were Marya Antonovna in "The Government Inspector," the Duchess of Clevedon in "The Duchess Decides," and Dunyasha in "The Cherry Orchard," all in 1923; Dinah in "Mr. Pim Passes By," 1924; and Margaret Vernon in "Three's Company" in 1930. In 1932 she toured with Mr. Tearle's company to South Africa and played in "Cynara, Michael and Mary," and "Seventh Heaven," among other plays.

She also had a part in the film of "The House of the Arrow." Mrs. Tearle was Mr. Godfrey Tearle's second wife.

SHOWING TO-DAY SIMULTANEOUSLY

KING'S **ALHAMBRA**
HONG KONG KOWLOON

At 2.30, 5.10, 7.15 & 9.30 P.M. At 2.30, 5.20, 7.20 & 9.30 P.M.

"I FIGHT FOR THE FUN OF FIGHTING ... AND THE PRICE IT PAYS!"

You'll laugh at his bragging ... blustering ... swaggering! You'll thrill to his desperate daredevil deeds ... as he risks his life for a lad who believed him!

Victor McLAGLEN
Freddie Bartholomew

"PROFESSIONAL SOLDIER"

GLORIA STUART
CONSTANCE COLLIER
MICHAEL WHALEN
C. HENRY GORDON

DARRYL F. ZANUCK
20th CENTURY PRODUCTION
Presented by Joseph M. Schenk
Associate Producer: Raymond Griffith
Directed by Tay Garnett
From Damon Runyon's rollicking story of thrilling adventure!

NEXT CHANGE AT THE KING'S: **ROBERT MONTGOMERY** with **MYRNA LOY** in **"PETTICOAT FEVER"**
A Metro-Goldwyn-Mayer Picture

NEXT CHANGE AT THE ALHAMBRA: **"ANOTHER FACE"** with **WALLACE FORD** and **PHYLLIS BROOKS**
RKO-RADIO PICTURE

FINAL SHOWINGS TO-DAY

MAJESTIC
THEATRE

At 2.30, 5.20, 7.20 & 9.20 P.M.

EDDIE CANTOR
Strike Me Pink
ETHEL MERMAN • SALLY EILERS
PARKY KARKIS • WILLIAM FRAWLEY
and the GORGEOUS GOLDWYN GIRLS

NEXT: **CLYDE BEATTY** in **"THE LOST JUNGLE"**

THE DUKE OF YORK'S NEW OFFICE

The Royal Family And Windsor

London, May 15.

The Duke of York has consented to accept the office of High Steward of the Borough of Windsor, in succession to the King, who relinquished it on his Accession.

A member of the Royal Family has held the office for the past century and a quarter. In 1811 Prince Frederick, Duke of York, was appointed, and other holders since have been the Duke of Clarence, afterwards William IV, the Duke of Cambridge, the Prince Consort, Prince Christian, and the present King.

The appointment rests with the corporation. Whoever is appointed must be an eminent man (vir praecellens), but there is nothing in the charters to make it necessary to appoint a member of the Royal Family. At one time approval of the Monarch was essential, but that is no longer necessary. There are no assignable duties, and no emoluments.

The Duke of York has also consented to become president of King Edward VII Hospital, Windsor, in succession to the present King.

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TEL. 25612 & 28234.

CHARLES "SWENSON"

ELECTRICAL
FITTINGS
STOLEN.

Empty Houses In
Prince
Edward Road

CONVICTIONS
REGISTERED

The theft of electrical wires and fittings valued at \$85 from five houses along Prince Edward Road all owned by the Credit Foncier d'Extreme Orient, led to the appearance before Mr. Q. A. A. Macfadyen at the Kowloon Magistracy yesterday of an unemployed, Tang Cheung, 31, charged with larceny.

Detective Sergeant Forrest who prosecuted informed the Bench that a representative of the Credit Foncier had said that the cost of refitting each house would be approximately \$30 each.

Houses victimised within the past few weeks included Nos. 100, 176, 178, 182 and 8 Prince Edward Road, all of which were stated to be unoccupied.

Detective Sergeant Forrest said that at 3.45 a.m. on Sunday a private watchman was on duty and saw Tang and another person emerging from No. 182 carrying a bundle of wire. Immediately the accused saw the watchman he dropped the wires and ran across a piece of vacant ground in the direction of Fa Yuen Street. The watchman gave chase and was soon joined by Detective Sergeant No. 608 who effected the arrest. In the meanwhile, the other man had run off in the direction of Kowloon Tong.

Tang was led back to Prince Edward Road. A quantity of wire was found outside No. 178. Accused showed the police officer and the watchman how admittance was gained into the houses. Houses Nos. 170 and 178 had been completely stripped of all electrical wirings.

Sentence of one month with hard labour was imposed on each of the five theft charges.

RECEIVER CHARGED

A lad 17 years of age, Law Fat, of No. 114 Kl Lung Street, Shamshuipo was charged with receiving a quantity of electric wiring and two electric switches, which the prosecution alleged had been bought from Tang Cheung, between May 27 and May 31, both dates inclusive.

Accused pleaded that he had bought them from Tang who gave an address at Apilo Street, and had showed him the place.

Detective Sergeant Forrest said that the address was false, and enquiries had shown that the accused only led Law to the stairway and pointed out where he stayed. Defendant had bought the wiring and the switches for \$1.05, the market value for the wiring being 15 cents per foot.

According to information laid with the police by Tang, the wires had been stripped from Nos. 170 and 198 Prince Edward Road.

Accused was bound over in the sum of \$50 for one year.

Mr. Peter Lam, clerk of the Credit Foncier, of No. 214 Prince Edward Road, appeared as complainant against Tang Cheung.

WOLFRAM
ORE

THREE DEFENDANTS
BEFORE COURT

Three men charged with possession of 20 cabbles of wolfram ore suspected to have been stolen, were discharged by Mr. Q. A. A. Macfadyen at the Kowloon Court yesterday, when Inspector R. Shannon for the prosecution said that verification by the police of defendants' stories that they had come from the country, proved to be correct.

The three men, Wong Hon-shan (34), Ko Kiu (34) and Ko Fat (24) were arrested on May 30 at the Yau-mai Ferry Wharf, Jordan Road. The ore was being carried quite openly.

In answer to the bench, first accused said that he had come to Hong Kong to dispose of the ore, while second and third defendants admitted that they had purchased the ore from Wai Chow, in Chinese territory.

In discharging the defendants, the Magistrate said that the section under which they were charged only applied to goods suspected to have been stolen in British Territory.

Around the Courts

GUILT DENIED

Charged with the larceny of three iron bars and a quantity of brass from No. 168, Hollywood Road, Chan Fook, 24, unemployed appeared before Mr. S. F. Balfour at the Central Court yesterday and was discharged.

The complainant, Lo Fun, a married woman said that the articles had been left on the roof.

Sub-Inspector Hallam said that the defendant was arrested with the bars and brass in his possession and when arrested admitted to the theft, which the defendant now denied.

Defendant said that the bars were bought by him off an unknown man for 25 cents.

FOR SOLICITING

Failing to make her appearance in the Central Court yesterday before Mr. S. F. Balfour on the charge of soliciting in the street, Lo Pat-mui, 25, a prostitute, had her bail of \$25 estreated.

PETTY THIEF

Sentence of two months was passed on Li Kwai, 33, unemployed when he appeared before Mr. S. F. Balfour at the Central Court yesterday charged with the larceny of 14 panes of glass.

Det. Sergt. C. Byron said that the defendant was arrested with the glass and admitted to the theft.

CAUGHT IN ACT

Charged with the larceny of a lock from the second floor of No. 128, Jervois street, Tong Lam appeared before Mr. S. F. Balfour at the Central Court yesterday and was sentenced to six weeks.

Det. Sergt. Pilkington said that the District Watchman on duty heard cries from the house and saw the defendant running down the stairs with the lock in his possession.

CONSTABLE'S DOLLAR

Li Wun, 34, unemployed was charged before Mr. S. F. Balfour at the Central Court yesterday with the larceny of a \$1 Hong Kong Government note the property of a Police Constable.

Sub-Inspector Johnson said that the constable was on traffic duty and a lorry passed him and while he was trying to take out his notebook to take down his number, the lorry moved on and he was jostled. His pocket book fell to the ground and with it two dollar notes one of which was picked up by the defendant and the other by another man. The constable ran after the lorry and when he returned the other man gave back the note but the defendant denied picking up the other note.

Defendant pleaded "Not Guilty" and in the box said that it was another coolie who took the note. Defendant was discharged.

STOLE FROM SHIP

Ng On, 18, unemployed, described as an odd-job coolie at the Talkoo Dockyard, appeared before Mr. S. F. Balfour at the Central Court yesterday charged with the larceny of a wrist watch from the cabin of H. Yoshida, the chief wireless operator on board the s.s. Chichibu Maru, at present in the Talkoo Dock.

Sergt. Whitley prosecuted and the defendant was sentenced to two months.

ROPE THEFT

"I have been here for generations" said Shing On, 37, in answer to Mr. Q. A. A. Macfadyen at the Kowloon Magistracy yesterday when asked by the Bench how long he had been in the Colony.

Shing appeared on a charge of theft of 12 cabbles of rope from No. 77 Li Lung Street.

Inspector R. Ellis said that the rope was valued at about \$2.80 and was ready for use. Accused was bound over in a personal bond of \$50 for one year.

CURIO CRAZE

Chiu Chik-sang, 20, unemployed, charged with the simple larceny of a Chinese curio and a glass cover from No. 14, Tung Street appeared before Mr. S. F. Balfour at the Central Court yesterday and was sentenced to six weeks.

The defendant was seen by a district watchman who arrested him with the curio in his possession and the defendant then confessed and took the D. W. to the shop from where the curio was stolen. The curio was valued at \$35.

BAMBOO POLES

Lai Kam, 22, unemployed was charged with the larceny of 14 bamboo poles from No. 140, Wellington Street and appeared before Mr. S. F. Balfour at the Central Court yesterday and was bound over in a bond of \$50.

DISORDERLY CONDUCT

Charged with disorderly conduct in Graham Street, Pang Kam-sing, 22, unemployed and Chan Shun, 41, a widow appeared before Mr. S. F. Balfour at the Central Court yesterday and were each bound over in bonds of \$5.

Sub-Inspector Johnson said that the first defendant was the only one arrested after a street fight. The second defendant was the mother of the first defendant and was urging him on to fight.

PICKPOCKET

Charged with the larceny from the person of \$3 and a Hong Kong and Yau-mai Ferry monthly ticket valued at \$3, Wong Man, 26, unemployed appeared before Mr. S. F. Balfour at the Central Court yesterday and was sentenced to two months.

Defendant admitted the charge. Inspector Hourigan said that the defendant was arrested immediately after picking the pocket. All the articles were recovered.

BANISHEES

Tam Yin, 26, unemployed, appeared before Mr. S. F. Balfour at the Central Court yesterday charged with returning from banishment. Defendant was banished for 10 years on May 8 this year and on the present

A GAMBLING DEN
RAIDED

POOR BOX BENEFIT

Twenty men found gambling in No. 40 Woosung Street, appeared before Mr. Q. A. A. Macfadyen at the Kowloon Magistracy yesterday. Detective Sergeant C. Goodwin prosecuting described the house as "more or less a professional place, the front of which was tenanted by a tailor."

Lau Hoi, 31, was charged with keeping a gaming house, and on a bail of \$100, was fined \$75. He admitted a previous conviction some time ago for the same offence.

Three men who failed to make their appearances had their bails of \$5 each estreated, while two others were fined \$2, with the alternative of seven days' imprisonment. The rest were fined \$4 each. All with the exception of two mentioned, were on \$5 bail.

Detective Sergeant Goodwin said that the men, when surprised by the police were engaged in a game of "min yams" (six dices). The place had been raided before but without success. \$5.72 in Hong Kong currency and \$1.10 in Chinese money seized by the police was ordered to be placed in the Poor Box. All other paraphernalia seized were ordered to be confiscated.

charge was sentenced to three months.

Another banishee, Shum Wing, 38, unemployed was remanded for 24 hours. Sub-Inspector Johnson said that this case was for "committal, this being the fifth time that the defendant had returned. He was banished for life on February 21 this year.

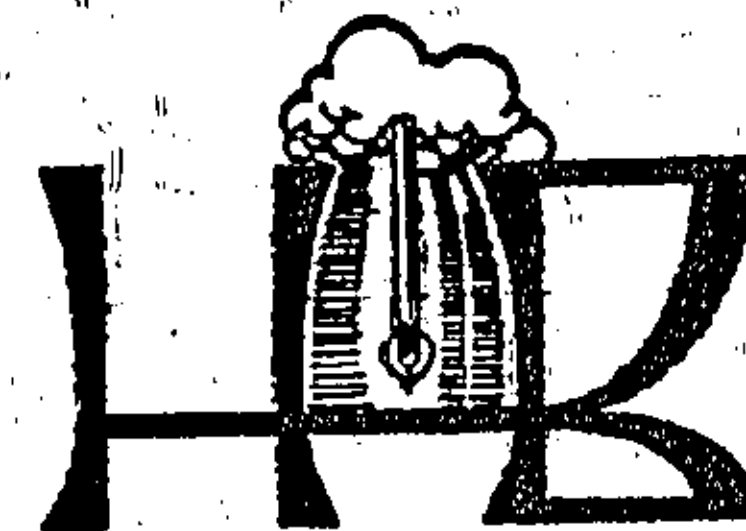


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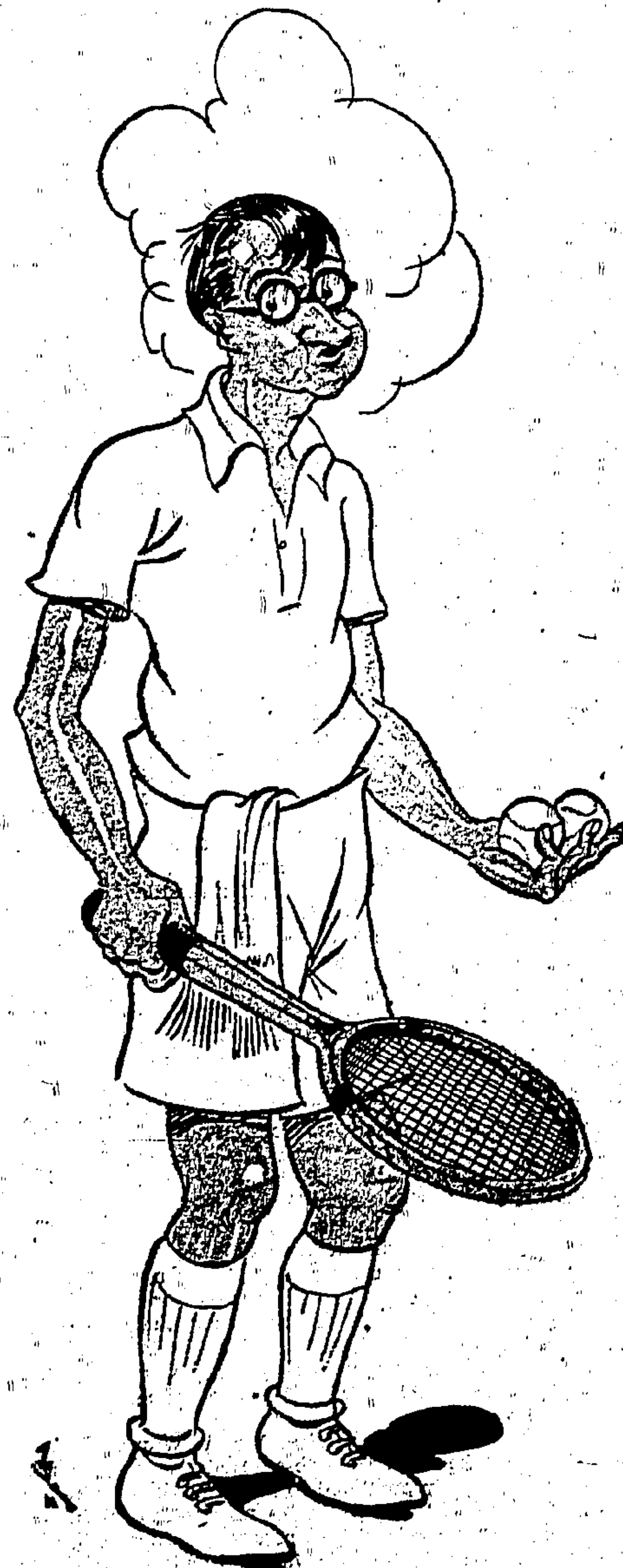
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FUTURE OF CHINA'S TRADE WITH U. S.

Dr. Wellington Koo Looks
Years Ahead

ADDRESS AT BANQUET

The future of trade between China and the United States of America was discussed by Dr. Wellington Koo, Chinese Ambassador to France, in an address delivered at a banquet in Shanghai to commemorate the 150th anniversary of the opening of trade relations between the two countries.

Dr. Koo said:—

It is fitting and proper that on such a memorable occasion we should not only rejoice for having reached an epoch-making landmark in the commercial relations of our two countries but between our thoughts to the subject of Sino-American trade itself. His Excellency the American Ambassador, I understand, will take the part of the historian this evening, as the announced subject of his address indicates, and I envy him for being thus able to feel sure of treading on secure ground by relying upon the neutrality of past facts. My role is that of the prophet and as such it is a risky one, especially in these anxious times of the world over and when some of the most fundamental factors essential to a stable trade seem to be in a fluid state.

The future of Chinese-American trade, however, is a subject which probably is in the minds of most of you present here. It is for this reason that I have chosen to embark upon this perilous adventure of prophecy.

STEADY PROGRESS

Before taking up the future, let us recall to our minds a few facts about the present state of Sino-American trade. After over a century of varying fortunes, of rapid growth and equally rapid decline of prosperity and depression, the trade between our two countries has taken up a steady stride of progress in the past four decades.

Not only has the balance of the trade turned in favour of America since 1895, but in the last twenty years, American imports have increased both in volume and value that to-day they occupy the first place in the China's annual importation from abroad.

As regards exports, the United States has become China's best customers. The total value of both imports and exports comes up to over half a billion Chinese dollars, and amounts to more than one fourth of China's entire foreign trade.

FRIENDLY SENTIMENT

This rapid growth of the Chinese-American trade, in the face of keen competition from so many quarters, is little short of phenomenal. The question naturally arises: What are the contributing factors?

Most people are inclined to attribute to the industrial development of the United States, the improvement of the means of communication and transportation across the Pacific, the improved technique for trade promotion, etc., and they are right as far as they go. But there is, besides all these, another factor which may be intangible but which is none the less most valuable.

It is the friendly sentiment of the Chinese and American peoples each toward the other. Goodwill which is the fountain-head of friendship is a recognized asset in national trade but in international trade it is even more important. In these days of trade barriers being continually raised one against the other, of discrimination and retaliation, of control and counter-control, friendship between peoples is the only redeeming feature capable to check the movement toward extreme economic restriction, and thereby to make international trade still possible.

But in the case of Chinese-American trade, friendship has played an unusually significant role.

EMIGRANTS' WORK

The work of the hundreds of thousands of Chinese emigrants in the development of the Middle West of the United States, the training and education of thousands of Chinese students there, the unselfish American missionary and philanthropic enterprises in China, John Hay's declaration of

the "Open Door" policy and respect for Chinese sovereignty and territorial integrity, the return of the Boxer Indemnity, the prompt recognition of the new Republic, the sympathy and moral support of the American people toward the Chinese people, and the policy of justice and amity on the part of the successive American Governments in their dealings with China as revealed on more than one occasion, notably at the Washington Conference—all these have combined to inspire faith and confidence of the Chinese people in the sincerity of American purpose and the purity of American motives. American products and wares have come to be favoured along with American ideas and methods.

They have woven the relation of the two countries into a pattern of enduring friendship.

To-day the Chinese people feel that they can always greet the American people with open arms, face them with open heart, and speak to them with open minds. Their friendly disposition is manifested everywhere in China.

Hundreds of miles away in the interior, one may see a Chinese farmer wearing the cloth made of American cotton, eating bread made from American wheat flour, burning American kerosene oil, and perhaps even smoking a cigarette rolled with American manufactured tobacco.

AT HOME

Moreover in the principal treaty ports it is not uncommon to see a well-to-do Chinese living in a home built with Oregon pine, studded with American manufactured steel windows, plumbed with Chicago made bath tubs, installed with American radiators, eating American cereals and California orange juice as his breakfast, riding in an American motorcar using American gasoline, and crowding into a cinema theatre to see an American film.

Of course it is true that trade is a practical business, hard and cold, and considerations of quality, price, serviceability, etc., normally play a determining role. But, all other considerations being equal, goodwill and friendly sentiment constitute a very important factor in international trade. Indeed, on special occasions even their primary considerations of trade have given way to the sway of popular sentiment, and many a time in the past thirty years China has given a striking example.

In ordinary circumstances, prompt or price is the dominating consideration, but when the sense of pride and patriotism of a people is injured, it fades into the background, and the business is given to quarters where these sentiments are respected. In contrast with the old belief that trade follows the flag, to-day trade decidedly follows friendship.

It is only human to wish to buy and sell in friendly markets. Coercion lasts only as long as it lasts. You can bring a horse to the trough but you cannot make it drink. This is a homely truth quite applicable to the conduct of international trade.

BRIGHT PROSPECT

Gauging the future by the past, I believe the prospect of Chinese-American trade in the years to come is bright. The different articles in the list of imports and exports between our two nations may change as to the order of prominence, and some of them may even disappear to make place for new ones, but that the general trend as to the volume and value of the trade will be upward, there can be no doubt.

China's impending economic development, the continuous growth of industries in the United States, and the improvement in the means of trans-Pacific communications and transportation will all help to bring about an ex-

BAN ON PAPER BY CANTON

A CORRECTION

With reference to the report which appeared in our issue of May 21 from our Canton correspondent concerning a ban on the "Wah Kiu Yat Po" placed by the Canton authorities, it has been pointed out to us that the facts have been misrepresented, and we publish below the observations of the journal in question in order to dispel the wrong impression created by the report from our correspondent. The "Wah Kiu Yat Po" writes:

"Much misgiving has arisen in consequence of the incorrect allegations your special Canton correspondent made in relation to the matter, particularly the misstatement regarding the circulation of the 'Wah Kiu Yat Po' in Canton. If your correspondent had taken a little trouble about facts, he could not have stated that 'the 'Wah Kiu Yat Po' has but a small circulation here as compared with other Chinese papers.' The 'Wah Kiu Yat Po' is, as you are probably aware, one of the leading and foremost vernacular newspapers in Hong Kong; and its popularity in Canton is equally uncontested. A survey of the Hong Kong papers arriving Canton at the Talshtau Railway Station any morning will suffice to convince anyone that your correspondent's statement in this connection is an unfair and unjustified misnomer.

"Other facts were also misrepresented. The ban was not for an indefinite period as would appear from your correspondent's report, but for a period of seven days, effective as from May 17, 1936.

"No copies of the 'Wah Kiu Yat Po' were sent to Canton on May 20, and therefore your correspondent must be working under some delusion when, writing to you from Canton on this date, he said that this paper 'was denied admission to Canton to-day.' Also, no newsboys selling the paper were sentenced to any imprisonment 'at the penitentiary in Nam Shek Tau,' as all those arrested on the morning of May 17 were subsequently released. As the ban was only for a period of seven days, we never had any idea of sending representatives to Canton to seek its earlier removal. Lastly, the re-entry of the 'Wah Kiu Yat Po' into Canton on the expiration of the ban, namely May 24, was in no way fettered, as the Canton authorities have not imposed any restrictive conditions whatever."

pansion and increase of the trade between China and America.

There is, however, one element of uncertainty in the picture and no one interested in the promotion of trade between the two countries may soberly overlook. It is with reference to the general basis of trade.

Up to the present the system under which international trade is conducted is based upon the Open Door policy with all the implications. It is a policy of ensuring equal opportunity for the trade and industry of all nations having treaty relations with China. It is a system of open competition in an open market.

If events in the future should so shape themselves as to seriously disturb or demolish the present foundation, if certain parts of China should be practically closed to the free conduct of foreign trade, if the phantom of monopoly should be able to put a strangling hand on the spirit of their competition, then no one can tell how serious a check it may be to the development of Chinese-American trade.

OPEN DOOR POLICY

One thing, however, is certain China stands and will continue to uphold the principle of the Open Door in her market for all nations. If any part of her territory, as a result of special circumstances having arisen, is or may be closed to the free trade with America, it will not be done on her own initiative or with her consent.

In fact, China, as you all know, sets herself earnestly to the task of national reconstruction and economic development, and it is her wish to do her best to promote trade and commerce with all nations animated by the same desire. With the gradual unfolding of her programme of reconstruction and development, her needs for foreign products and manufactures will multiply and her foreign trade will grow and increase as a natural result.

And what nation will not be able to share in this unlimited expan-

THE EMPEROR IN PRAYER AT JERUSALEM

Wailing Priests
At Reception

DISTRAUGHT AFTER HIS STRUGGLES

Jerusalem, May 10.

As the sun rose over the Mount of Olives yesterday four figures shrouded in white crept into the quadrangles of the Church of the Holy Sepulchre.

The first figure was a slight, blackbearded man with delicate features. He was followed by two older men, balded and grey-bearded, whose rugged appearance recalled one strikingly, although they were of darker colour, of the pictures of St. Peter and St. Paul.

A younger companion brought up the rear. They were the Lion of Judah, his two great Rases, Kassa and Desta, and the Abyssinian Crown Prince.

All had walked from the Jaffa Gate down David and Christian streets and had come, as their first public act since their arrival in the Holy City the previous evening, to make their devotions at the Sacred Shrine.

Taking off their shoes as they passed the great brass-studded portals they went straight to the Stone of Unction, where the body of Jesus is said to have been laid when anointed by Nicodemus as chronicled in John XIX. 38-40. The Emperor fell on his knees and kissed the stone repeatedly as he prayed. The party then passed to Calvary and the Place of the Cross.

As the Latin service was still in progress when the party reached the Rotunda of the Sepulchre, they had to wait until it had concluded. Each religious sect has its own stated times of prayer within the church.

VISIT TO CONVENT

During the Latin service the Emperor went up to the balcony overlooking the Sepulchre, knelt in prayer, and listened to the music. When the service terminated he descended and prayed within the sepulchre itself. Then the party proceeded to the Abyssinian convent of Del-es-Sultan, the most valuable property of the Abyssinian Church.

The Empress and Princesses now arrived and all entered the church, but by different doors, since men and women are separated in the Abyssinian Church. Mass was sung and for nearly two hours the Royal family prayed.

Later they went to the rest house within the compound, from where was soon heard weeping and wailing as the clergy and leading members of the Abyssinian community in Palestine were received by the Emperor and Empress. The party repeated the visit this morning, and then walked in the grounds of the King David Hotel.

The Emperor looked shaken with grief as he stood inside the church, leaning against the pillar, and offering prayers. The picture of misery which he presented will ever linger in the memory.

The Royal party is now split in two sections. One is accommodated in the Citadel Hotel, just within the Jaffa Gate, and the other at the King David Hotel.

EMPEROR'S TREASURE

Later in the morning the Emperor asked what arrangements

should this China market? In developing the potentialities of the China market for exports and imports, there is a genuine community of interest between China and the United States along with other leading industrial Powers in the East and the West. To develop this common interest to mutual advantage, it requires only friendly and sincere co-operation on the basis of equality and mutual respect.

Such has been the spirit characterizing the Sino-American trade in the past and it has, as we have seen, repaid both our two countries handsomely. Given a continuance of the essential condition of the Open Door and the spirit of amity and justice, I see nothing but the brightest prospect for the future of Sino-American trade.

LAWN BOWLS

By

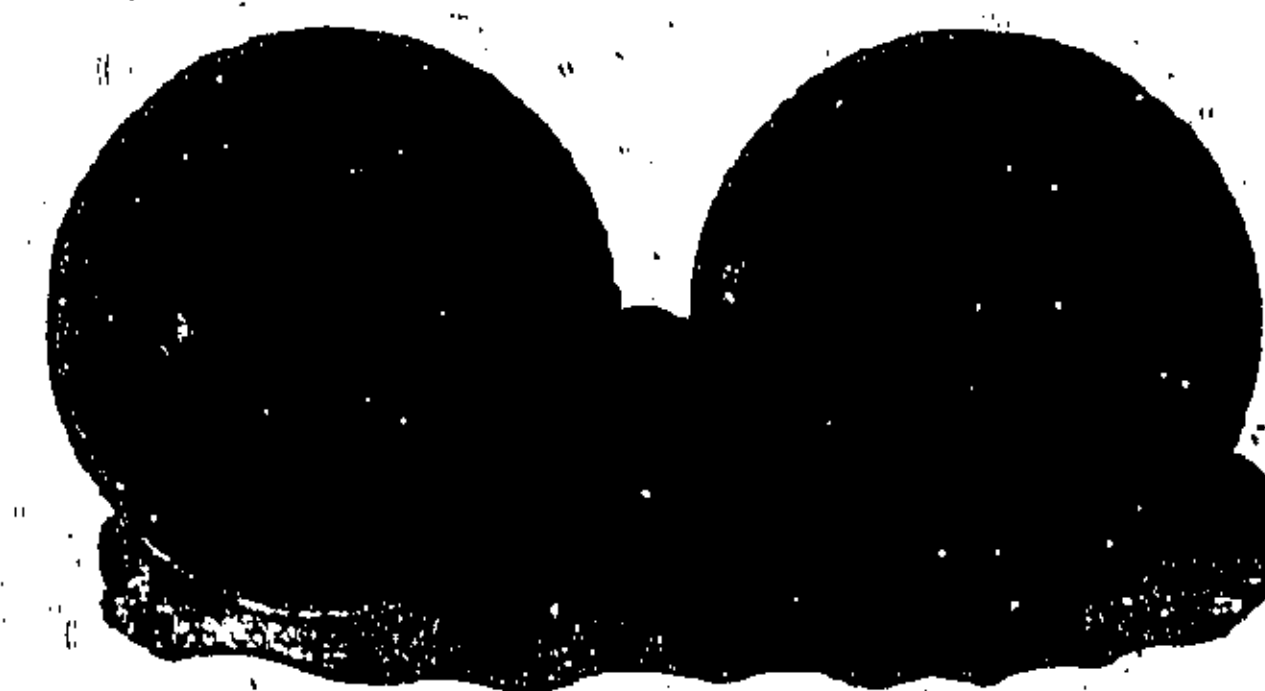
SLAZENGERS

AND

W M SYKES

SIZES

5' 5 1/2" 5 1/4" & 5 1/8"



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By appointment only.

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Room 611, Gloucester Hotel.

H. K. POLICE RESERVES

Orders by the Hon. Mr. T. H. King,
Inspector General of Police
INDIAN COMPANY

Promotion:— Constable R239
Karim Baksh Sheikh has been promoted to the rank of Lance Sergeant and appointed the Company Equipment Officer, as from May 26, 1936.

(Sgd.) C. CHAMPKIN,
D.S.P. (R.),
Hong Kong, June 1, 1936.

RECORD PRICE FOR WOMAN'S PAINTING

London, May 15.

Dame Laura Knight's "Ballet," in this year's Academy exhibition, has been sold for £475.

This is believed to be a record price for a painting by a woman. Keen bidding for Mr. George Belcher's "Cornet Player" continues, even by cable from America, but the artist has not parted with it yet.

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HONGKONG

NEW ADVERTISEMENTS

THE HONG KONG JOCKEY CLUB

The Second day of the above, POSTPONED from Monday, 1st June, will be held (weather permitting) on SATURDAY, 6th JUNE, 1936. The First Bell will be rung at 1.30 p.m. and the first race will be run at 2.00 p.m.

By Order,
S. A. SLEAP,
Actg. Secretary.
Hong Kong, 1st June, 1936.

PEAK TRAMWAYS COMPANY, LIMITED

NOTICE - IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS will be HELD at the HONG KONG HOTEL, Hong Kong, on TUESDAY, 16th JUNE 1936, at 12 NOON for the purpose of receiving the Reports of the Directors together with a Statement of Accounts for the year ended 30th April, 1936.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 6th day of June, to TUESDAY, the 16th day of June 1936, both days inclusive.

JOHN D. HUMPHREYS & SON
General Managers.
HONGKONG, 29th. May, 1936.

OLD SCOTS INN ON A CLYDE STEAMER

St. Columba's New Fittings

London, May 14.

A cocktail bar, the interior of which is designed in the style of an old Scots Inn, is one of the features of the alterations made to a notable addition to the Clyde fleet of pleasure steamers. It is the St. Columba, the new name of the well-known turbine steamer Queen Alexandra, which was owned by the Turbine Steamers (Ltd.).

The Queen Alexandra was built by William Denny Brothers in Dumbarton in 1912. The vessel has now been transferred to the MacBrayne fleet, and during the winter has undergone extensive alterations and additions by James Lamont and Co. (Ltd.), Greenock.

THREE FUNNELS

The most striking change in the vessel is that she has been fitted with a third funnel—a dummy—and three black-topped red funnels give the appearance of a miniature Queen Mary. A second mast has also been added.

The bridge deck has been extended 50 feet and part of the extension has been used for the cocktail bar.

The St. Columba carried through successful trials on the Firth of Clyde and in Loch Fyne yesterday. She will take up service to-morrow on the run from Greenock and Gourock to Ardara, in place of the Loch Fyne, which will proceed for overhaul before starting her usual summer sailings in the West Highlands.

PORT OF VIDA STRIKE

(“Hong Kong Daily Press” Special)
Madrid, May 31.

Six steamers and numerous trawlers were held up at the port of Vida, owing to the sudden outbreak of a strike among the dockworkers, coal-depot workers and seamen.

Reports from Ceuta in Spanish Morocco state that strike has been proclaimed for all traffic, so that numerous ships are there bound. Numerous ships which usually replenish their coal supply in Ceuta, will now go to Gibraltar.

Editorial and Business Office: 11, Ice House Street. Tel. 30251.
Night Editor (Wanchai Office): Tel. 24511.
London Office: 53, Fleet Street E.C. 4.

The Daily Press

HONG KONG, JUNE 2, 1936.

LAW vs. WAR

“Europe lives through one crisis after another.” So Mr. George Lansbury, beloved British Labour leader and peace worker, describes for American audiences the situation that evoked the Emergency Peace Campaign he has just inaugurated for a group of religious and students’ organizations.

Every news dispatch illustrates his statement that after each crisis there is renewed effort to pile up “more efficient weapons of slaughter and destruction.” Germany celebrating Chancellor Hitler’s birthday, by a parade of military might and officially conferring on him the Kaiser’s title, “Supreme War Lord,” Italy celebrating the anniversary of Rome’s founding with rejoicings over conquests in East Africa, Britain announcing taxes to pay for mounting armaments—such is one day’s record of the nations’ progress toward anarchy.

For all the emphasis on force, all the steps for more efficient “destruction” express an abandonment of law and order, a reliance on mere might which means anarchy. The defiance of Nations decrees by Germany and Italy has destroyed even the appearance of legal restraints. Before that the injustice of the Versailles settlement had indicated an absence of genuine law in the international sphere. The central question today is: How can law be re-established among the nations?

Law is indispensable. Even the most primitive peoples develop unwritten customs, some basic codes of conduct. Children set up rules for their simplest games. Nations seek in treaties to establish their relations on agreed bases. The fact that laws are broken or that they are some times used by the most powerful to oppress the weak does not stop men from striving for more laws. They prefer their concept of right—however imperfectly expressed or observed—to the stark rule of might.

This is more than a matter of mere convenience, a distaste for incessant strife; it arises from fundamental aspirations for truth and justice. And those needs are inherent in the spiritual nature of man. He requires truth and justice even, more than he does the material supplies over which wars are usually fought.

Sometimes men and nations set up laws which go beyond the measure of spirituality they have demonstrated. The outlawing of liquor or of war as in American prohibition laws or the League of Nations are often described as examples of such lawmaking. Men and nations sometimes have to start again to prove their allegiance to law. They may have to alter their rules. Mr. Lansbury is now urging a reconstruction of the League and a new effort to establish peace on a fairer economic and territorial settlement.

This the nations cannot escape. They may be able to do it before another war; they will inevitably attempt it afterward, if there must be an afterward. Certainly there is to-day more resolution to avoid anarchy, more determination to find some stable basis of law and order. There is too a growing understanding that international law cannot be maintained on injustices nor strengthened by repeated violations. Improved concepts of human law as necessarily patterned on the divine would prevent another catastrophe.

Strife among individuals has submitted for the most part to a reign of law; although present appearances may seem to deny it, strife among nations must go the same way as men rally to their best ideals of law and write into international law their increasing understanding of God, the spiritual Principle of all true law.

ANCIENT OFFICE REVIVED

Edinburgh Castle Governor

SIR ARCHIBALD CAMERON INSTALLED

Edinburgh, May 9.

The esplanade of Edinburgh Castle was the scene to-day of a picturesque military ceremony which attracted a large and distinguished gathering of spectators. The occasion was the formal installation as Governor of the Castle of General Sir Archibald R. Cameron, General Officer Commanding-in-Chief, Scottish Command. The title of Governor goes back to the twelfth century, but had been in abeyance since 1880, the last holder being General Lord Melville. Very shortly before his death King George approved the revival of the appointment, to be vested in the General Officer Commanding-in-Chief, Scottish Command, and the Royal Commission conferring the appointment on Sir Archibald Cameron was signed by King Edward on March 24.

BRIGHT SUNSHINE

Bright sunshine bathed the ancient battlements of the castle and flooded the esplanade, which glittered with military pageantry. Trumpeters of the 4th/7th Dragoon Guards, in scarlet tunics and flashing helmets, were stationed near the drawbridge, and in front of the massive gates stood the Lord Lyon King of Arms (Sir Francis Grant) with his attendant officers in picturesque uniforms. The 2nd Battalion, The Black Watch, occupied a position in the centre of the esplanade. Sir Archibald Cameron, attended by four officers, arrived on foot, and was received with a general salute.

The Lord Lyon King of Arms read the new Governor’s commission of appointment, and the trumpeters sounded a fanfare which was returned from within the castle. Requested by Sir Archibald Cameron to demand the key of the stronghold, the Lord Lyon approached the gateway, when the challenge rang out from the lower ramparts: “Halt, who goes there?” Sir Francis Grant replied: “The Lord Lyon King of Arms. In the name of his Majesty the King I demand admission to the Castle of Edinburgh for its Governor.” “All’s well,” came back the answer, and then: “Guard, turn out.”

A HISTORY KEY

The massive doors opened, moved by invisible hands, and Lieutenant D. M. C. Rose issued from the shadowed archway bearing a cushion on which reclined the key of the castle. The Lord Lyon conveyed the key to Sir Archibald Cameron, who, addressing the assembly, said:

“This key was presented to his Majesty King George the Fourth when he visited the castle in August, 1822. It was also presented when her Majesty Queen Victoria and his Majesty King Edward the Seventh visited the castle during their respective reigns. While the office of governor has been in abeyance, the key has lodged under the charge of the Commissioners of his Majesty’s Office of Works. Now that the office of governor has been revived, it seems appropriate that the key should revert to military custody. I therefore ask that the Officer Commanding the Battalion which provides the garrison at the castle shall take charge of the key, place it in safe keeping in the castle, and be prepared to produce it when required by the governor of the authorities set over him.”

Standing near the entrance, the newly installed Governor took the salute as The Black Watch, with piper playing “Highland Laddie,” marched briskly into the old fortress. Behind the Colour party walked Lieutenant Rose with the key. There was another fanfare of trumpets and, preceded by the Lord Lyon and his officers, the Governor walked into the castle. In the old banquet hall he entertained about 300 guests to light refreshments.

LEITH-ROSS SAILS FOR JAPAN

Shanghai, June 1.

Sir Frederick Leith-Ross, the famous economist, left for Japan yesterday aboard the Empress of Canada and is expected to return to Shanghai after staying a week in Tokyo.

£100 TEA PARTY GOSSIP DAMAGES

SLANDER BY AIR-MARSHAL’S WIFE

London, May 14.

Damages of £100 were awarded yesterday in a High Court slander action over what counsel for the defence called “tea-party tittle-tattle” against Lady Newall and her husband, Air-Marshall Sir Cyril Newall, a member of the Air Council, of Walton Leight, Addlestone, Surrey.

The action was heard by Mr. Justice MacKinnon. Plaintiff, Air-Commodore W. F. MacNeece Foster, alleged that Lady Newall had spoken of him in a way suggesting that he had been guilty of undisciplined and foolish conduct.

As defendants had paid £100 into court, costs were awarded to plaintiff up to the time of that payment.

The defence was a denial that the words complained of were capable of bearing the meaning alleged, or that they were spoken maliciously. The fullest regret, it was stated, had been expressed for the publication of the words.

Mr. Neville Macaskie, K.C., for the plaintiff, said the case was probably the last which would ever be tried where a plaintiff sued a husband in respect of a wrong committed by his wife.

“NO MORE PROMOTION”

Only ten days after the action was brought, the law was changed, so that a husband “could now go abroad feeling immune from the consequences of his wife’s wrongs.”

Air Commodore Foster was forty-six. He rapidly rose in the air service, but on May 29, 1933, he was informed by the Air Council that he was not to be promoted to Air Vice-Marshal.

If an officer thought that his claim to promotion had been ignored, he had a right of appeal and Air-Commodore Foster presented his claims and submitted his protest to the Air Council.

On January 15, 1934 a letter was written to him by the Air Council, and it contained the sentence: “We cannot leave this subject without expressing regret that an officer of his (Air-Commodore Foster’s) seniority should have deemed it proper to make a copy and use documents which, trivial as they were, were on the face of them official in character and received by him under cover of a letter from the Air Ministry marked ‘Private’ and concluding with a request that the documents might be returned.”

As a last effort the Air Commodore wrote to Air Vice-Marshal Sir Frederick Bowhill, a member of the Air Council. That letter came before Sir Cyril.

The substance of the letter was that Air Commodore Foster proposed to bring an action against the Air Council because they had cast a slur upon him.

“SUCH A FOOL”

Next day Lady Newall went to the house of a Mr. and Mrs. Bosanquet, where there were also a Mr. Harris and his daughter, who, though strangers to Lady Newall, knew Air Commodore Foster and his wife.

In the course of conversation Lady Newall said to Miss Harris:

“I do think Mrs. Foster is a charming person, don’t you? Perfectly delightful. I do hope she is not agreeing with this ridiculous way her husband is behaving. Of course, he is ruining his chances. It is so stupid, because, with an increase in the Air Force, there would be a great chance for him to get a very good position, and that is now quite impossible.”

To Mrs. Bosanquet Lady Newall said, “Mr. Foster has been behaving like an ass,” and “Mr. Foster has been making such an ass of himself, kicking up a fuss about not being promoted.”

Air-Commodore Foster waited until June 22 and then wrote to Sir Cyril Newall. He received on July 3 a reply which counsel suggested was a half-hearted apology. Subsequently Sir Cyril Newall wrote offering a full and frank withdrawal.

Air-Commodore Foster, who then gave evidence, was asked in examination by Sir Patrick Hastings, K.C.: “Do you want your brother officer to pay you damages?”

“I ask simply for the remedy which the law gives. I couldn’t challenge him to a duel!” replied Air-Commodore Foster. “It is a matter for the Air Council.”

QUEEN MARY ARRIVES IN NEW YORK

Great Enthusiasm Aroused

New York, June 1.

The pier specially built for the liner Queen Mary was thronged by thousands of people hours before the arrival of the vessel. Half the city is taking a holiday jaunt to every vantage point to see the arrival of the liner. One newspaper states that the enthusiasm of the people and the noise created at the arrival of the vessel surpassed any such event in New York’s maritime history.

WELCOME AFLOAT

New York, June 1.

Scores of yachts and sightseeing craft are preparing to welcome the liner. Unfortunately mist envelops the harbour, but a strong breeze and warm sunshine encourage hope of a glorious day.

As defendants had paid £100 into court, costs were awarded to plaintiff up to the time of that payment.

The defence was a denial that the words complained of were capable of bearing the meaning alleged, or that they were spoken maliciously. The fullest regret, it was stated, had been expressed for the publication of the words.

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Mary, the former Mayor, Mr. Grover Whalen, flew over with a broadcast message to the officials conveying greetings on behalf of Mayor La Guardia. Sir Edgar Britten, the Commander of the Queen Mary, replied expressing the great appreciation of the officials for the welcome by aeroplanes and yachts and all other craft from New York Port.

OFFICIAL SPEED

The Queen Mary’s official speed was 29.133 knots per hour according to Mackey Radio.

The time of the French liner Normandie on the outward voyage was 29.94 knots per hour.

EARLIER MESSAGES

London, May 31.

The Queen Mary’s hope of securing the blue ribbon of the Atlantic this trip appears to have been abandoned definitely, according to Reuters’ correspondent aboard the vessel.

The Queen Mary’s position at noon to-day was 2,517 miles from Cherbourg. She covered this distance at an average speed of 29.15 knots per hour, in spite of delay owing to fog.

The liner is expected to arrive in quarantine at 10 a.m. New York time to-morrow.

The giant Cunard-White Star’s liner, Queen Mary, made a 678 mile run on the third day of her Atlantic crossing, in spite of fog.

Reuters’ correspondent aboard the Queen Mary says the liner has worked up a surprising burst of speed and expects to arrive at New York two hours ahead of schedule, despite the delay caused by fog.

LOVE AMONG THE DIPLOMATS

London, May 6.

The following letter has been received from General Sir Ian Hamilton by the Home Page Editor. He comments on the Home Page article in which Lady Muir, famous woman diplomat, approved the recommendation of the recent White Paper that women should not be admitted to the Diplomatic or Consular Services.

The Diplomatic Service, already on its last legs, has now (in my humble opinion) received its coup de grace from my beautiful sister-in-law, Nadejda Muir.

How about love? Has she forgotten that, whilst a few women may be like Queen Elizabeth, the majority are like Mary Queen of Scots.

Imagine a middle-aged Ambassador falling in love with a young enemy Attaché!

No, no! All women or all men—or none at all!!!

I am, etc.,

Yours,

IAN HAMILTON.

1, Hyde Park-gardens, W.2.

shall be very glad for the damages to go to any purpose of charity.”

Sir Patrick Hastings, in his speech to the jury, said that there was a sort of action which ought never to be brought. That is, he said, “the sort arising out of tittle-tattle at a tea-party.”

“If you have wives, never tell them anything that you don’t want to have repeated, because, you know, men must work and women must go out to tea. And, when they go out to tea, it seems that their one idea is to benefit lawyers!”

Mr. Justice MacKinnon, summing-up, told the jury:—

“We are not here in order that the plaintiff may, by recovering damages, punish Sir Cyril Newall for any breach of King’s Regulations or official duty—if there were any such breach—by having mentioned something to his wife.

“If there were any such breach it is a matter for the Air Council.”

NEWS SUMMARY

Five members of the visiting Philippine athletic field and track team, turned out in the inclement weather yesterday at Caroline Hill, for a brief work out, in which a favourable impression was created by their magnificent and rhythmic striding. Page 10

Electric wiring to the value of \$85 stolen from five houses belonging to the Credit Foncier d’Extreme Orient, was revealed in a court case heard at the Kowloon Magistrate yesterday. Accused was sentenced to five months imprisonment. Page 6

Twenty men caught gambling at No. 40 Woosung Street, were dealt with at the Kowloon Magistracy yesterday. The house was described by the prosecuting officer “as a professional place”. Money seized was given to the Poor Box. Page 6

The Hong Kong swimming team was no match for their Filipino visitors at the V.R.C. yesterday, the Philippines Olympic team winning every event. Fine swimming was seen and good times clocked. Page 10

Dr. John William Colbert, the Tientsin physician, was the victim of a mysterious attack by an unknown visitor at his office late on Sunday. The masked man attacked the doctor, striking him on the head with a blunt instrument, and then made his escape. Page 1

A purse of £10,000 has been provided by an industrialist in South Africa for a London to Johannesburg Air Race in September with the object of encouraging fast commercial flying and drawing attention to the Empire Exhibition in Johannesburg. The proposal has received the approval of the South African Government and the British Air Ministry. Page 1

DUKE OF KENT & ST. GEORGE’S

“ALMOST ON OUR DOORSTEP”

London, May 8.

The Duke of Kent, president of St. George’s Hospital, spoke of the close associations of the Royal family with the institution which was “almost at their doorstep” he presided at the annual Court of Governors yesterday.

“I have lived most of my life almost within sight of St. George’s Hospital,” he said, “and my family and forebears have been associated with it since its earliest beginnings. For eight generations my family have maintained their close interest in the hospital, and it would seem to us a sad break with tradition if it had been found necessary to build the hospital on a distant site.”

Referring to the £1,000,000 Rebuilding Fund, the Duke said: “For the second time since its foundation, it has been decided to rebuild the hospital on this same historic site which it has occupied for more than 200 years.

“It is our aim,” he said, “to build a hospital worthy in its design, its appearance, and its equipment, of the great tradition of St. George’s, and in our new hospital we hope to excel that fine work of the past centuries.

“Towards that million pounds which is needed we have received already gifts and promises amounting to £170,000.”

The Duke presented the St. George’s Medal to Nurse Elizabeth C. G. Gray. This award is made annually to the nurse in the hospital who has proved most popular with her colleagues, and most successful in examinations.

LOCAL AND GENERAL

The increased postal rates recently announced came into effect yesterday. The principal changes are that for the first ounce the local letter rate is increased from three cents to four cents, U.K. via Suez from 10 cents to 15 cents, via Siberia from 20 cents to 25 cents, and foreign countries generally 20 cents to 25 cents. The rates to Macao and China are not affected.

In connection with the reduction in train fares, which commenced yesterday 20 more trams were put into service on the route between Kennedy Town or Whitty Street and Causeway Bay. The number for the Shaaukwan route, the fare for which was not reduced, remains the same.

SOCIALIST LEADER FUTURE PLANS

Present Regime To Be Transformed

TO BE ACCOMPLISHED WITHOUT VIOLENCE

Moscow Influence On French Domestic Life

(Hong Kong Daily Press' Special)

Paris, June 1. Since the moment the general election last month resulted in such a considerable accession of strength to the Left Wing parties in the French Chamber, the government inevitably had to fall into the hands of the Socialists and speculation has been rife as to the manner in which the whole economic life of the country would be affected, and above all what influence Moscow would acquire over the domestic life of France.

The Socialist leader, Leon Blum, who by common consent will become the Premier within the next few days, answered these questions at a debate before the Socialist National Congress dealing with the future relationship between the coming Government and the "People's Front," that is, the combined Left Wing parties.

Blum declared that during the elections the Socialists had proved how incapable capitalism was to promote the welfare of all sections of the nation simultaneously.

The Socialists, said Blum, wanted to reconstruct society on a new plan but at the last election it was not the Socialists who scored the absolute majority but the People's Front. Consequently the next Government would have to make the People's Front programme its basis of work.

The transformation of the present regime would not be carried out with violence, said the Premier, but would proceed organically. Nevertheless it was an open question whether the present form of society could, in practice, be changed into the Socialistic order step by step.

But in any case, within the framework of the present social order, French Socialists would prepare for a new socialist regime. Great masses of workers must understand this. They must place their faith in the coming Government.

Many had compared him, said Blum, with Karsenski, but he had retorted that "under the circumstances now prevailing in France no Lenin will follow a Karsenski." The French Socialists who will remain true to the International, continued the Premier, want peace with justice and equality—an undisguisable and disarmed peace.

In conclusion Blum asked the Congress for its confidence, whereupon a motion of confidence was carried without being put to vote.

JUSTICE FOR WORKERS
Paris, May 31. The Socialist Party Congress gave a frantic and triumphant reception to M. Leon Blum, its leader, when he solemnly undertook to implement the programme already outlined.

RELIGIOUS MATTERS DISCUSSED

Untouchables' Way To Emancipation

Bombay, May 31. A conference of the depressed classes to-day passed a resolution that only through a change in religion had the Untouchables a way to emancipation.

The delegates affirmed their readiness to change their religion and as a first step decided to cease worshipping the Hindu deities and observing the Hindu festivals.

The conference is one of the largest in recent times and is notable for the prominent participation of women.

ITALIAN EAST AFRICA

Abyssinia Included In New Name

Rome, June 1. The Italians have given a new name to Abyssinia, Eritrea and Italian Somaliland. They will be

ARAB MAYORS IN CONFERENCE

Decision To Discontinue Services

Jerusalem, May 31. The Arab mayors of Jaffa, Nablus, Ramleh, Lydda, and Hebron, in conference at Ramallah, to-day decided to discontinue their cities' administration of services, including water supply, lighting and scavenging.

A number of Arab mayors yesterday met Sir Arthur Waughope, High Commissioner of Palestine, who is presumed to have urged them to use their influence to terminate the Arab strike, which has started the fire of revolt throughout Palestine.

Two Arabs are known to have been killed at Jaffa during the last few hours. Police and troops used a machine gun to quiet snipers and bomb-throwers, and the two men were killed in this action.

known as Italian East Africa. It is to be governed by a Viceroy and five Governorships.

OUTLINES



M. LEON BLUM

FRENCH TENNIS FINALS

Perry Beaten By Von Cramm

FRAU SPERLING WINS WOMEN'S TITLE

Auteuil, June 1. The finals of the French Tennis Championships were decided to-day.

In the Men's Singles, Baron Von Cramm (Germany) beat Fred Perry (Britain) 6-0, 2-6, 6-2, 2-6, 8-0.

In the Women's Singles, Frau Sperling (Germany) beat Mme. Mathieu (France) 6-3, 8-4.

MEN LOVE THE WOMEN WHO LEAVE THEM ALONE

(By DOROTHY DIX)

London, May 6. The thing that women need to know more than anything else in the world is when to leave a man alone, "and to that fact I owe my bachelor freedom."

"When I was a young chap," he went on, "I was engaged to a beautiful and charming young woman. We should have been married if she had only let me alone, but she couldn't do it. Whenever we were together she was straightening my tie, or smoothing my hair or exploring my pockets, or making some other gesture, until it got so much on my nerves that I felt like screaming. If I started off somewhere by myself she followed me. If I was out of her presence I had to furnish an alibi for every moment of my time."

"The prospect of never having a vestige of personal freedom left to me was more than I had the courage to stand. So I made my escape."

"I have no doubt that the reason there is such a large number of old maids is because women are totally lacking in a psychic sense that would warn them when a man pines for their society and when he longs to be away from them."

"The best way to promote love is to give it the absent treatment. When a man is away from a woman his imagination wreathes a halo round her and endows her with every desirable charm and grace. But when he is with her and she keeps an eye on him, supervises his diet and his wardrobe, his comings in and goings out—why, that is something else yet again, and few men enjoy it."

"And women not knowing when to let a man alone is at the bottom of half of wives' grievances against their husbands. The two standard complaints of women are that their husbands take them for granted, and that they are not chatty fireside companions."

"Apparently it never occurs to these women that they defeat their own ends when they try to force a man who is tired and worn with a hard day's work, to put on a romantic love scene as soon as he gets home on an evening. All he wants is to be let alone until he is rested and fed. If his wife had had sense enough to do that she might get some of the jollying she craves and a kiss that wasn't as cold and flabby as a dead fish slapped across her cheek."

"And aren't most family quarrels the result of the wife never being willing to let her husband alone? Don't you know wives who always tag along when their husbands go

EXAMINATION IN NANKING

German-Manchukuo Trade Accord

Nanking, June 1. The Ministry of Foreign Affairs is examining the contents of the German-Manchurian Commercial Agreement, which aroused the attention of the world some weeks ago.

According to German authorities, the agreement was concluded between the German and Manchurian commercial interests for the commercial and economic developments of the two countries. As none of the governments take my part in the agreement, and the agreement is not of a political nature, the German authorities declared that it is of no political significance.

No opinion has been expressed by the Ministry of Foreign Affairs, pending the completion of the examination of the details of the agreement.

ASSISTANCE TO SMUGGLERS

Reported Activity In Amoy

Amoy, June 1. The "Hwa Nan Club" is reported to be extremely active in the organisation of the wharf coolies and the seamen in Amoy for the introduction of the practice of smuggling on large scale, according to well-informed circles.

With the protection and assistance of certain people, this club is enlisting members among the workers of small junks and wharf coolies along the coast.

The local authorities are paying special attention to the activities of the members of this club and are taking definite action to strengthen their own organisation for the prevention of smuggling.

Mr. Hsia Sen, Councillor of the Fukien Provincial Government has been appointed as Director of the special bureau for the prevention of smuggling. It is reported that Mr. Hsia is planning to organise inspection offices along the coast.

METAL WORKERS MEET EMPLOYERS

Negotiations For Settlement Of Dispute

(Hong Kong Daily Press' Special)

Paris, June 1. Negotiations between industrialists and workers in the metal industry were resumed on Whit Sunday afternoon under the chairmanship of the Minister for Labour, M. Froissard, and although complete agreement was not reached considerable progress was made.

The demand of the metal workers for recognition of the right for eight of the workers to form syndicates, was in principle conceded by the employers, who, however, demurred at the demands that workers should also have the right to form factory councils, but answered that they would submit counter-proposals on Monday.

Both industrialists and workers declared themselves in entire agreement that the collective contracts now current should be worked out to completion. Industrialists demanded that all factories still occupied by workers should be vacated, whereupon the workers' representatives promised to use all their influence to have this done.

It is hoped that a complete settlement will be reached not later than the middle of this week.

SARRAUT INTERVIEWS
Paris, May 31. The strike of the Paris metal workers at long last seems to near its end. The majority of the factory buildings were evacuated after a provisional agreement between the workers and the employers had been reached.

On Sunday only three large works and several smaller works are still occupied by the workers. The employers, who had previously refused to negotiate a general agreement before the workers evacuated the works, at Premier Sarraut's urgent request, now agreed to confer with the workers. It is feared that the success of this strike if not hurriedly terminated, will tempt other groups of workers to use similar methods to attain their ends.

VIRTUAL AGREEMENT
Paris, May 31. Virtual agreement has been reached in the grave French metal workers' strikes.

Of the 70,000 "stay in" strikers only 8,000 remain on guard in the factories affected to-night.

Trade unionists claim a victory, though the terms of the settlement have not yet been worked out. They provide recognition of the workers' representatives and demand for increased wages and an annual holiday with pay, it is believed.

POPE CELEBRATES BIRTHDAY

Warning Against Communism

Vatican City, June 1. The 79th birthday of His Holiness, Pope Pius XI was celebrated on Whit Sunday at mass at St. Peter's and was attended by 10,000 believers, members of the Diplomatic Corps, high ecclesiastical dignitaries of the Vatican City.

Afterwards the Pope received 5,000 pilgrims from 22 countries and in a speech delivered in Latin the Holy Father enjoined the pilgrims to cultivate unity and discipline under the protection of their bishops and warned them of the terrors of Communism.

places and who never sense that man likes to get off by himself or with other men sometimes? Why I know plenty of men who have to tell enough lies to damn their immortal souls just to get a night off every two or three years.

"And that is why I say that the thing women need to know more than anything else in the world is when to let a man alone."

JAPAN'S RELATIONS WITH CHINA

Tokyo Decides To Make No Announcement

PRESS SEES NO RAY OF HOPE

CHIANG'S ALLEGED FAILURE

Tokyo, June 1. The "Chugai Shimpo" declares that the Foreign Minister, Mr. Arita, has decided to give up the proposed announcement on China policy on the ground that the time is not ripe for it.

The "Asahi Shimbun" states that the central military authorities in Tokyo consider that the Sino-Japanese situation cannot be improved by verbal measures and they are confident that the deadlock can only be removed when China fully recognises Sino-Japanese inter-dependence.

"No ray of hope has been seen for a solution since General Chiang Kai-shek assumed the post of chief of the Executive Yuan," says the paper. "On the other hand the situation has rather tended to move in the opposite direction as is evident by the advance of Communist troops to Shansi and China's policy of associating with Soviet Russia and allowing Communism."

THREE-DAY STRIKE
Peking, June 1. A three-day strike of students of all universities and schools began this morning as a protest against the recent increase in the Japanese garrison in North China.

CHIANG ISSUES ORDERS
Provinces To Resist Invasion

Nanking, June 1. General Chiang Kai-shek, President of the Executive Yuan and concurrently Chairman of the Military Affairs Commission, summoned an emergency meeting last night at the military headquarters to discuss the situation in Tientsin.

Among those who attended the meeting were General Seng Yung-shiang, Vice-President of the Commission, General Ho Ying-ching, Minister of War, General Chiang Tso-pin, Minister of Interior and former ambassador to Tokyo, and General Chang Chun, Minister of Foreign Affairs.

At the meeting Chairman Chiang ordered the military commanders in Shantung, Chahar, Hopei, Suiyuan and Shaanxi to take joint precautionary measures against invasion and to defend every inch of their respective provinces.

MAYOR'S DEFIANCE
Tientsin, June 1. Mr. Hsiao Cheng-yin, Mayor of Tientsin, arrived here from Peking in defiance of the Japanese military authorities who had made a "suggestion" that he should resign.

This decision to return to his post has been influenced according to the reported decision of high army officers not to yield to the Japanese suggestion.

SITUATION EASIER
Mr. Hsiao Cheng-yin, however, is optimistic, declaring this morning that the situation in North China is now easier.

The restiveness of the 28th Army is attributed in Chinese circles partly to the dismissal of Mr. Cheng Chen-fu, Chairman of the Foreign Affairs Commission of the Hopei-Chahar Political Council, who they believe was made the scapegoat for diplomatic failures.

HOPEI OPPOSITION
Peking, June 1. Tension in North China, as a result of the railway bombing on May 30, has been increased by the attitude of certain high Chinese officers of the autonomous region of East Hopei, who have refused to accede to the Japanese demand for the resignation of the Mayor of Tientsin, Mr. Hsiao Cheng-yin.

Mayor Hsiao, it appears, was asked to resign before the bombing incident.

Officers are urging Mayor Hsiao, who is at present in Peking, to go to Tientsin and resume his post immediately, pledging him their support in all eventualities.

Such action would be tantamount to a challenge to the Japanese, who as a counter-move would probably press for the withdrawal of General Sung Chieh-yuan's Twenty-Ninth Army to the south.

General Sung is chairman of the Hopei-Chahar Political Council.

AMBASSADOR'S EFFORTS
Nanking, June 1. The Ministry of Foreign Affairs is in receipt of telegraphic reports from Mr. Hsu Shih-yin, Chinese Ambassador to Japan, regarding his negotiations with the Japanese Government about the increase of Japanese troops in North China, and the practice of smuggling.

Mr. Hsu, in his telegraphic reports, declared that the Japanese authorities are trying to evade the problems, and it is believed that no definite statement of the Japanese Government regarding these two problems can be obtained in the near future.

The report published in certain newspapers to the effect that Mr. Hsu Shih-yin, is considering tendering his resignation to the Government has been flatly denied by authoritative circles.

MOTOR RACES
Paris, May 31. The motor cycle races for the Gold Cup of St. Germain were marred by a fatal accident to one of the competitors, the Frenchman, Boura, who was leading the field, but crashed owing to a defective tyre, and received such injuries that he died in hospital shortly after.

**THE REWARDS OF
AGGRESSION**

ETHIOPIAN MINISTER'S PROTEST

London, May 12. Dr. Martin, the Ethiopian Minister in London, was the chief speaker at a meeting of the Nile Society at the Park Lane Hotel, Piccadilly, yesterday. Lord Lamington presided.

Dr. Martin, referring to "the wanton invasion and aggression of Ethiopia committed by Italy," said that however strongly he naturally felt on the subject he was afraid he would not be able to express his views on the outrage as eloquently, as freely, and as strongly as this serious infringement of international law and religious principles deserved. What did they think the League of Nations should do even now in settling immediately and satisfactorily the Italo-Ethiopian conflict? He thought each nation should put itself in the unhappy position of Ethiopia and honestly decide what action it would consider fair and just which should be taken on its behalf. Then the States should come together and without fear or favour take

immediate action approved by the majority of the member States. If just, fair and strong measures were taken the League would grow into a strong and trustworthy power for peace in the world, and civilization would be the boon, and blessing which it should be to all the people of the world. If for fear of present inconvenience the League States were once to allow an aggressor to reap any benefit from his reprehensible act one could be sure that very soon another aggressor would rise and follow suit. It would soon become a fashion in this world for the strong to play ducks and drakes with the weak. A crime once condoned would certainly lead to another.

A further reason for the League to take immediate and drastic action against the aggressor was that trusting Ethiopia had been pitifully deceived and let down by the League, which, by its constitution and Covenant, implicitly promised her members full protection against wanton aggression. When the time came to give that protection to Ethiopia effectively the League failed lamentably, simply because of the threats of the aggressor boldly and cleverly thrown out.

Vice-Admiral E. A. Taylor, M.P., the following speaker, was subjected to considerable interruption when he said that we must face the fact that Abyssinia had been conquered by Italy. We had no right whatever to take unilateral action in the matter; we could only take collective action, and that collective action had not been there. The Covenant of the League of Nations as it was to-day had failed. To impose sanctions now would be to smash the League.

OLYMPIC RUNNERS IN ACTION

Good Impression On Sudden Track

FIELD AND TRACK EVENTS

Five field and track athletes of the visiting Philippine Athletic Delegation to the XI Olympiad, Berlin, Germany, had a work-out yesterday at Caroline Hill, when members of the South China Athletic Association sportingly contributed the opposition.

Six events were down on the programme, but the high jump was cancelled owing to the state of the sand landing pit which was under water. Nino T. Ramirez, Olympic running broad jump star of the Islands, was advised by his trainers not to participate on the grass where the jumping stands were temporarily placed in the middle of the field, as he is not accustomed to jump off such a surface.

This move caused some disappointment among quite a large crowd of spectators present who braved the inclement weather, but as Ramirez is the sole representative for the Philippines in broad jump, no risk is being taken for unforeseen accidents.

DISAPPOINTMENT
Someone G. Toribio, who is captain of the field and track team, and their star high jumper, did not make an appearance, as he is indisposed.

In the five events, which included straight sprinting and hurdles, what was seen of the visitors created a favourable impression, in spite of the fact that they were obviously holding themselves in and not going "all out."

Dr. Regino R. Ylanan, manager and Head Coach, who travelled to Paris and Amsterdam in the same capacity in 1924 and 1928, in an interview with the "Daily Press" representative said that the men certainly appreciated the opportunity to "work out" and get off their sea legs.

Curiously enough, he said this was the first time that Salcedo has been beaten by de Guzman in the 100 metres, the only explanation being that the track in its sudden condition favoured the long striding de Guzman.

Salcedo's best time in the Philippines was 10.5 secs. for the race, and Dr. Ylanan expresses a conviction that 10.3 secs. would do the trick at Berlin.

When Metcalfe, the "flying wonder" of the United States was last in the Islands, he returned 10.4 and 10.6, while the best that the Filipinos could offer at that time was 11 secs., as Metcalfe came to the Islands in their off season.

Recently Salcedo in trial events, had returned 10.8 and 10.7 secs., with noteworthy regularity.

PAST RECALLED

Dr. Ylanan recalling the great middle distance race that D. G. A. Lowe (Great Britain) participated in at Amsterdam in 1928, said that it was the finest example he had witnessed to date of a man running a race with an expert knowledge of his own capabilities. While the rest of the field attempted to run each other off their feet, Lowe was content to lie in the third last position for a great part of the distance, and then gradually better his position until in the final sprint for home, he left the other contenders for the Olympic title "standing on their feet."

Dr. Pfister (Germany) was beaten in this memorable contest. Dr. Ylanan said that he knew Lord Burleigh and expressed keen delight that both Burleigh and Lowe though retired from active participation were occupying prominent executive positions in the amateur athletic world.

TOUR OF EUROPE

Discussing plans for their tour of Europe, Dr. Ylanan said that the delegation would next visit Belgium. But curiously enough, though noted for its love for the fistic art, Belgium had not make any arrangements for the visiting boxers' contingent. Arrangements now made would see the track and field men out, games for the basketball men, and a rifle shooting contest.

Disappointment was expressed by the head coach that Singapore had made no effort to give the Olympic stars a work-out in any of the various outfits, but Colombo "have" definitely expressed their willingness to contest at basketball, boxing, wrestling and track and field.

A tentative arrangement has been made for an "all-star" swimming contest in Paris, but the final "o.k." has yet to be received, said Dr. Ylanan.

YESTERDAY'S EVENTS
Though the times recorded were not in any way startling, the Filipinos delighted with their easy style and rhythmic running. White in particular caught the eye in the 400 metres hurdles, his striding being immense. Malasig in the 400 metres flat ran beautifully and was closely hauled by White at the finish.

Ramirez in his leap of 22 feet, 1 inch failed to beat the local record established by Ong Cheng Su (D.B.S.) of 22 ft. 3 ins., but in his second jump he had distinctly bad luck when he fell backwards in landing, and lost at least a foot and a half.

De Guzman won both the 100 and 200 metres sprint events in 11 secs. and 23.1/5 secs. respectively.

The results in full were as follows:

400 metres Hurdles:—1. Miguel S. White, 81 secs. 2. Teodoro P. Malasig, 62 secs. 3. Leung Yuen Hung (S.C.A.A.)

100 metres:—1. Nemesio de Guzman, 11 secs. 2. Antonio M. Salcedo, 11.1/5 secs. 3. Tam Sik Poon. (S.C.A.A.)

Broad Jump:—1. Nino T. Ramirez, 22 ft. 1 in. 2. Mak Shiu Hung (S.C.A.A.) 20 ft. 11 ins.

400 metres:—1. Teodoro P. Malasig, 56.3/5 secs. 2. Miguel S. White, 57 secs. 3. Hui Chi Chun (S.C.A.A.)

200 metres:—1. Nemesio de Guzman, 23.1/5 secs. 2. Antonio M. Salcedo, 24.2/5 secs. 3. Mak Shiu Hung (S.C.A.A.) 60 secs.

The High Jump event was not contested, it being announced that the Olympic candidate deemed it inadvisable to jump off grass, and to land on anything other than a sand pit.

FRENCH TENNIS TITLE

Perry-Von Cramm Final

Paris, May 31.
Frederick J. Perry, Britain's pre-eminent lawn tennis player, and Baron Gottfried Von Cramm, Germany's leading ace, to-day qualified for the final of the French national tennis championship, and will thus repeat last year's meeting when Perry won over four sets.

Perry dropped a set to Christian Boususs of France in the semi-final to-day and was taken to 42 games before winning. Von Cramm enjoyed an easy passage against Marcel Bernard who entered the semi-final as a result of receiving a walk-over from H. W. Austin, winning in three sets with the loss of seven games.

According to Reuter the results were:—Perry beat Boususs 6-4, 7-5, 5-7, 6-2, and Von Cramm beat Bernard 7-5, 6-1, 6-1.

DAVIS CUP TENNIS

Australian Pair Beats Americans

Philadelphia, May 31.
Jack Crawford and Adrian Quist (Australia) beat Donald Budge and Gene Mako by 4-6, 2-6, 6-4, 7-5, 6-4 to give Australia a 2-1 lead in their Davis Cup encounter against America.

The Australians made many errors in the first two sets, when they were unable to cope with their opponents' smashes, but they steadied in the third, their accurate base-line driving breaking through American attack.

Reuter.

FILIPINO SWIMMERS ARE STRONG

Hong Kong Beaten In Exhibition

GOVERNOR PRESENT

The stars of the Philippines Olympic swimming team swam up to expectations yesterday in the V.R.C. bath, inflicting overwhelming defeats on the Hong Kong team.

Over all distances Hong Kong was outclassed and the only race in which it held its own was in the 50 yards free style in the medley relay. Although the Filipino swimmers had a lead of about six yards when Chan Chan-hing went in, they did not increase upon this.

His Excellency the Governor, Sir Andrew Caldecott, was a very interested spectator and seemed very satisfied with the diving exhibition, applauding with enthusiasm.

J. Adjaluddin won the 100 yards and 400 yards free style in an easy manner. In the latter race he beat the redoubtable W. Lawrence by about a length and a quarter. J. R. Obial came second in the 100.

Adjaluddin was timed for 55 1/5 seconds for the 100 yards and five minutes 15 1/5 seconds for the 400 yards.

Throughout these races the visitors gave the impression that their performances were not what would be put forward if they were pressed. There was no opposition for them yesterday.

T. Ideonso was unable to make his appearance in the 200 yards breast stroke as he was indisposed due to a slight accident which he received during the day.

GREAT SWIMMER

Nevertheless A. Alpad atoned for that disappointment winning the event in fine style. It was an object lesson to note the strength of his arm action, literally hauling himself out of the water with its power.

In the 400 yards Lawrence made his first appearance for Hong Kong accompanied by Norman Lee. Lee was badly beaten but it must be remembered that he had swam the 100 yards a short while previous and was undoubtedly feeling the effects.

N. Christiansen ploughed his way to the front in the 100 yards back stroke establishing a definite lead over Lau Po-hel. The time was 65 seconds and Lau's was 70 1/5 seconds. Lau lost badly on the last, misjudging his distance.

THE RESULTS

50 Yards Free Style Handicap. "C" Class (Members)—Won by F. Simonson. Time: 33 2/5 secs.

100 Yards Free Style:—1. J. Adjaluddin; 2. J. R. Obial; 3. Norman Lee; 4. H. L. Ozorio. Time: 55 1/5 secs.

100 Yards Free Style Handicap. "B" Class (Members)—Won by A. A. Gutierrez.

100 Yards Backstroke:—1. N. Christiansen; 2. Lau Po-hel; 3. Yeung In-kwan. Time: 65 secs.

200 Yards Breast Stroke:—1. A. Alpad; 2. Wong Yu-mann; 3. Fung Chung-yu. Time: 2 mins. 34 2/5 secs.

50 Yards Free Style Handicap (Ladies)—Won by Mrs. McMahon. Time: 33 1/5 secs.

400 Yards Free Style:—1. J. Adjaluddin; 2. W. Lawrence; 3. Norman Lee. Time: 5 mins. 15 1/5 secs.

Diving Exhibition:—Won by E. D. da Rosa.

Medley Relay (three men of 50 yards each):—Won by the Philippine Islands. Time: 1 minute 27 secs.

BASKETBALL WIN

Philippines Team Was Much Superior

Having made rings around Hong Kong in all the other branches of sport, the Philippines' Olympic basketball team put it across again last night at the Chinese Y.M.C.A. by 55 to 38.

The score was not a good indication of the play as the Filipino players were definitely much better. Hong Kong held its own in a stubborn manner but was out-matched in brilliance of combination and marksmanship.

Weaving in and out in a bewildering manner, the Philippines' team had the Hong Kong team more than once completely at sea. Their short passing and understanding was fine to witness. Hardly a pass was misplaced.

SEVERAL CLOSE FINISHES

IN U. S. BASEBALL

New York, May 31.
The following were the results of the League baseball matches played to-day:—

	R.	H.	E.
New York	3	5	1
Brooklyn	4	11	3
Philadelphia	5	10	0
Boston	6	13	3

E. Moore and Berger homered. Eleven innings were played.

Pittsburgh 7 17 4
Suhr and Brubaker hit home runs.

Chicago 8 13 1
Demaree homered.

Cincinnati 7 19 2
St. Louis 8 19 1
Twelve innings were played.

AMERICAN LEAGUE

Boston 4 10 1
New York 5 9 1
Lou Gehrig and Glenn homered. Twelve innings were played.

Washington 6 8 3
Kuhel hit a home run.

Philadelphia 4 10 3
St. Louis 11 15 0
Coleman and Clift hit homers.

Detroit 10 12 1
Chicago 5 9 0
Cleveland 7 13 1
Hale homered.

Due to the sudden condition of the Racing Track yesterday, the Second Day's Races of the Sixth Extra Race Meeting of the Hong Kong Jockey Club was postponed and will be held on Saturday, June 6 weather permitting.

CYRIL TOLLEY'S MISSES

Anderson Wins Shield Final

London, May 15.
Cyril Tolley, the former British amateur golf champion, was beaten 3 and 2 by A. Stanley Anderson, of Hindhead, in the final of the Metropolitan Challenge Shield on the Walton Heath Club's course yesterday.

Anderson took the lead at the fourth, where he played a fine second shot to the middle of the green, while Tolley was short, and, following a six-yards putt, Anderson also took the fifth in three.

Tolley lost his third successive hole when he was bunkered and subsequently strayed at the sixth, and the last three holes on the outward half were halved in fours.

Anderson thus turned three up, but he lost part of this lead when he was bunkered from the tenth tee and short with his next shot.

Tolley, however, was in a hazard at the eleventh, and here, after being too strong with his first putt, he failed with the return.

THREE DOWN AGAIN

Thus Anderson became three up again, but at the thirteenth he was over the green with his second shot, which found an unplayable lie in a gorse bush.

Tolley won this hole, but was three down again when he missed a putt of less than a yard on the fourteenth green. Two halves which followed gave victory to Anderson.

Both Tolley and Anderson gained easy victories in the semi-final round. Tolley defeated R. Upex, the eighteen-year-old Shirley Park player, and boy international, by 6 and 5, and Anderson beat F. Ricardo, of Sandy Lodge, by 7 and 6.

Tolley, who putted magnificently, had no fewer than seven threes during the 13 holes contested in this match.

VON CRAMM WINS

Paris, May 31.
The German Baron von Cramm qualified for the final round of the French International Tennis Championship in which he will meet the winner of the match between Perry and Boususs, by beating the Frenchman Bernard in the semi-finals in straight sets 7-5, 6-1, 6-1.

His father, Mr. E. Grubb, is now secretary of the Marine Engineers' Association at Liverpool.

POLO

EXHIBITION GAME AT BEAUFORT CLUB

London, May 14.
The exhibition match at the Beaufort Polo Club yesterday was brought to an abrupt end when a heavy storm burst over the ground during the fifth chukker.

At the time the side designated "America" were leading the Beaufort Club team by 10 goals to five. Actually three Americans were playing on each side, the brothers Ashton, from Australia, making up the teams. The match was, therefore, somewhat unimportant, more especially since, for the most part, it was played at half speed.

What was much more interesting, to me at any rate, was the persistent rumour going round the club to the effect that Rao Raja Hanut Singh is to be invited to play for England in the forthcoming series of matches against the United States for the Westchester Cup. His inclusion in our side would greatly enhance our chances of regaining the trophy that America has held since 1914. Hanut Singh has been in great form at the Beaufort Club recently, and he is, in every way, an ideal number 3. Presumably Mr. G. Balding would play number 2. Mr. Tyrell-Martin at back; with Mr. Hesketh Hughes, providing he is in his best form, at number 1. That certainly would be a really difficult team to beat and one that would give England a real chance of success.

NOT INVINCIBLE

Yesterday's match, not unnaturally in the circumstances, did not give any real indication of the capabilities of the American players, but to those people who think that they are invincible it may be of interest to remark that they can miss the ball as easily as anyone else. Mr. Winston Guest we know to be a fine back, and he made a startling save in the goalmouth from a hard shot by Mr. Phipps in the first minute. A good run by Mr. Iglehart enabled Mr. Pedley to score the only goal of the first chukker for America.

Mr. Guest took the ball nearly the length of the field early in the second period, but his near-side shot at goal was yards wide. From the hit out Mr. P. Ashton put America further ahead, but his brother promptly got the goal back for Beaufort after a neat run. Mr. Guest hit through soon after the start of the third chukker and, from a long hit up by the same player, Mr. P. Ashton increased America's lead. Another goal by Mr. Guest was followed by a magnificent cross shot from Mr. Pedley that hit a post, Mr. P. Ashton putting the ball through.

Beaufort still seemed unable to exert themselves to any great extent in the fourth chukker, during which America added four goals. Mr. Pedley obtained the first with a free hit at an open goal from 40 yards. Mr. P. Ashton picked up a long pass from Mr. Pedley to hit the second, and Mr. Guest scored the other two. In between the third and fourth of these goals Mr. Iglehart perpetrated what appeared to be a dangerous cross on Mr. Phipps, as the latter was going for goal, and the umpire, Captain B. J. Fowler, awarded a penalty goal to Beaufort.

Rain, which had been threatening all the afternoon, began to fall lightly soon after the fifth chukker had been begun, and before the end of it developed into a miniature cloudburst. It seemed to agree with Beaufort, however, as they promptly hit three goals. Mr. Gerry scoring two and Mr. Strawbridge one, before it was decided to give the elements best.

The teams were:—America:—Mr. P. Ashton, No. 1; Mr. E. Pedley, No. 2; Mr. S. B. Iglehart, No. 3; and Mr. F. W. C. Guest, back.

Beaufort Club:—Mr. E. T. Gerry, No. 1; Mr. M. G. Phipps, No. 2; Mr. R. E. Strawbridge, No. 3; and Mr. R. Ashton, back.

MRS. AMY MOLLISON'S AWARD

Cup For Courage

London.
The Amy Johnson Gold Cup for Courage was presented at Hull recently to Leslie Grubb for saving another youth, Arthur Welsh, from drowning in the River Hull.

Grubb is the first recipient of the cup, which was purchased by Mrs. Mollison with golden sovereigns presented to her by the children of Australia after her great night in 1930.

His father, Mr. E. Grubb, is now secretary of the Marine Engineers' Association at Liverpool.

COURTESY FIGHT OVER CUP

Women Golfers In Sport Crisis

London, May 13.
Women golfers are involved in the latest sporting international "crisis." But—

There's no bickering, no recriminations—just a polite competition in courtesy.

The Curtis Cup is the cause of the argument this biennial contest was drawn at Gleneagles, each side winning four and a half matches.

The trophy, therefore, should have recrossed the Atlantic, because the Americans are the holders.

THEIR APPRECIATION

Last night it was announced that the American women's team had been asked by their Association to leave the Cup in possession of the British team for one year.

But the British team does not know whether it would be quite "the game" to accept.

Mr. Glenna Collett Vare, captain of the American team, received a cable from the United States Golf Association suggesting she should hand the trophy to Great Britain for one year in appreciation of their splendid play.

At Southport, last night, where both teams are staying, Mrs. F. Hodson, chairman, Executive Council, Ladies Golf Union, was worried about the offer.

"WE OUGHT TO WAIT"

"It is a matter for the International Match Committee to decide," she said. "My personal feeling is that, as the Americans have not lost the Curtis Cup, they should take it back."

"We appreciate their generosity very much," she added "but I don't think we ought to accept. We have never won the Cup and I think we ought to wait until we do."

Mrs. Hodson said the matter would be decided before the Americans left for London on Thursday week.

BURMAH OIL PAYMENT RAISED

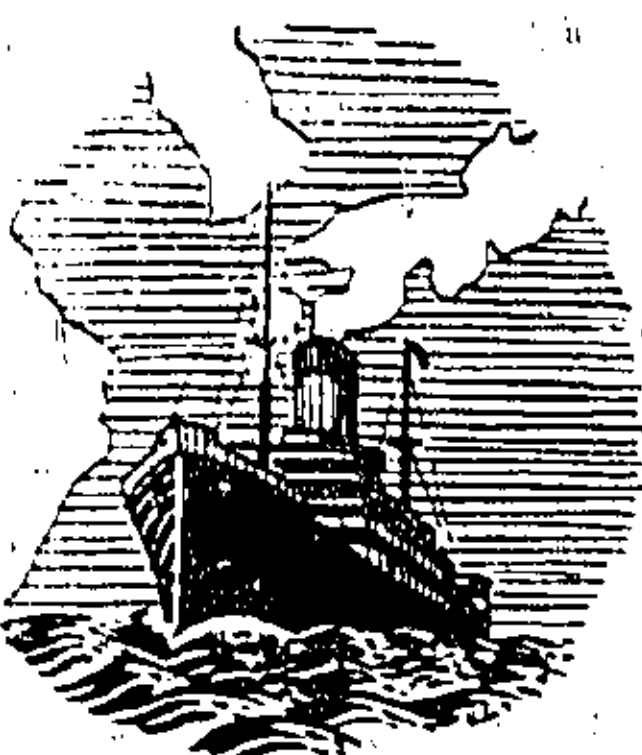
London, May 13.
The announcement by the Burmah Oil Company of a final dividend of 18½ p.c., bringing the total distribution for 1935 up to 20 p.c., fulfilled the market's best expectations yesterday. A year ago the distribution was 15 p.c., following the 33 1-3 p.c. capital bonus of 1933. Once again the directors have allocated £260,234 to Fields expenditure equalisation reserve, and a further £200,000 has been appropriated to general reserve, leaving £634,994 to go forward, against £611,517 brought in. A sum of £330,000, against £330,000, has been allocated for depreciation. It appears that profits increased last year by roughly £40,000, a reflection doubtless of the larger income derived from the company's important investments in Anglo-Iranian Ordinary stock and Shell Ordinary shares. In both these cases the dividends distributed in respect of profits for 1934, the influence of which would be felt in the 1935 accounts of Burmah Oil, were raised from 7½ to 12½ p.c.

On the basis of Burmah's holding of £3,561,990 in Anglo-Iranian, and of 1,000,000 Shell Ordinaries, the aggregate gross increase in income from these two sources would be roughly £240,000. The full benefit of the repayment of the £4,000,000 5½ p.c. Debenture stock would also begin to accrue last year.



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OR ANY OTHER YEAR



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Pink

with ETHEL
MERMAN, SALLY EILERS
PARKY KARKUS
& WILLIAM FRAWLEY
Directed by Norman Taurog
Released thru UNITED ARTISTS

Young Hon. 22, unemployed was also charged with soliciting at the junction of Pedder Street and Des Voeux Road Central, and was sentenced to three months by Mr. S. F. Balfour.

P. C. Macrey stated that he was standing at this corner when he was accosted by the defendant who made some suggestions to him.

Defendant said that the constable asked him where there were some girls, and defendant replied that there were some in the Dancing Academy.

£390 FOR A TOM JONES

A first edition of Fielding's History of Tom Jones, (1749) brought, £390 at Sotheby's, London, recently.

SHARING
TAXI-CAB FARE
A CRIMEDecision Of King's
Bench CourtGIRLS WHO DROVE
TO A DANCE

London, May 13. When two or more people hire a taxi-cab and make an agreement to share the fare, they may be prosecuted for a criminal offence.

This was held by a King's Bench Divisional Court yesterday, when Lord Hewart, the Lord Chief Justice, Mr. Justice du Parcq and Mr. Justice Goddard had before them a case arising from a strict interpretation of the Road Traffic Act, 1930.

On an appeal by Traffic Commissioners, the Court decided that Miss Maudie Cross, of Ashmole-grove, Ipswich, had caused a taxi-cab to be used as an "express carriage" when it was hired to take her and some women friends to a dance and they agreed to share the fare.

"The cab had not a road service licence, which must be provided for an 'express carriage'."

Mr. Justice du Parcq: It would appear that if two barristers share a taxi-cab to go to a county court and agree to share the fare they are guilty of a criminal offence if the vehicle has no road service licence?

Mr. Valentine Holmes, for the Traffic Commissioners: Yes; that is the law.

"Then the sooner the public knows it the better," said Mr. Justice Goddard.

"GROTESQUE RESULTS"

Lord Hewart said that the case might seem a hard one, but that was no reason why the law should not be enforced. If grotesque results followed that might be a reason for an amendment of the law.

Miss Cross, Lord Hewart added, had unwittingly committed an offence and the appeal asking that the Ipswich magistrates should find that the offence was proved against her would be allowed.

"Express carriages" are defined in the Road Traffic Act, 1930, as "motor vehicles carrying passengers for hire or reward at separate fares (none of which is less than 1s. for a single journey, or such greater sum as may be prescribed), and for a journey or journeys from one or more points specified in advance, to one or more common destinations so specified, and not stopping to take up or set down passengers other than those paying the appropriate fares for the journey or journeys in question."

Mr. W. H. Cox, secretary of the cab section of the Transport and General Workers' Union, said: "The matter will no doubt receive consideration by our union in view of the Court decision."

"Cases have been heard in the past where taxi-drivers who offered to share the fare among, say, four people going to a football match, have been summoned; but this is the first time that I knew passengers could be prosecuted if they made an agreement among themselves."

NEEDS OF THE
NAVYModernization And
Replacement

DEFENCE OF TRADE

London, May 14.

The annual meetings of the Navy League were held at the Caxton Hall, Westminster, yesterday, when Lord Lloyd was re-elected president for the fifth successive year.

Lord Lloyd said that he thought they could say that the Government policy and the White Paper recently produced were largely the result of the propagandist work of the Navy League up and down the country in the face of pacifists and those who represented a dangerous ideology. Lady Houston had made a generous gift of £10,000—a second gift, towards the work of the league. This had been applied to a reserve fund and the interest would be used in the work. Although the income was steadily increasing it was nothing like sufficient for their needs.

A resolution, submitted by the Chelsea branch, and carried, expressed the view that it was essential that no increase in our air forces should be considered as a substitute for the necessary modernization and replacement of our battleships and the increase of our cruiser and destroyer strength.

COMMAND OF SEA

Another resolution, moved on behalf of the Newbury branch, and carried, emphasized the importance to the British Empire of keeping command of the sea, because such command could not be effectively placed by any system of granaries and food storage.

At the afternoon session a resolution, which was carried unanimously, urged that the accumulation of deficiencies in all the Defence Services should be made good with the utmost rapidity, and drew the attention of the Government to the decline of the merchant navy and fishing fleets.

Sir Edward Grigg, M.P., who proposed the resolution, said military strength used to consist in two great Services, the Navy and the Army. Now it must consist in three. The new Service, the Royal Air Force, not only had a vast field of responsibility to itself but impinged upon the fields originally reserved to the Navy and Army as their own. The contribution of the three Services to security must be dovetailed into a single plan of defence. The Secretary of State for War had stated that the Government intended to recreate the Expeditionary Force for the purpose of meeting their obligations overseas. He most strongly supported the Government's action. Our honour and our security alike depended on it.

EFFECTIVE INTERVENTION

He was also opposed to the fatalistic doctrine that there was no way of averting a long-drawn struggle in France and Belgium like the last. We had the power to prevent it if we chose, and nothing was more clearly in our own interest.

To avert it we must show that our intervention would be effective in the first stage of war, if war was forced upon us. An efficient army was not, however, the only form of military readiness necessary to strengthen our diplomacy and reinvigorate the organization of peace. England's life depended upon her sea communications.

Every day 110,000 tons of merchandise and 50,000 tons of food were landed in our ports. Every day nearly 400 sea-going ships entered or left our ports.

CRUISERS AND DESTROYERS

To a layman a weakness in cruisers and destroyers seemed infinitely more dangerous than any weakness, from which we might suffer in battleships. These were vital to defence of trade, and the menace to our trade in the Narrow Seas was growing every month.

Strength for peace was impossible without strength for war; the story of the League and Abyssinia was ample proof of that. They must learn by that experience, and make certain that when next they intervened with the League to stop a war they did so in good time and with irresistible effect.

Captain Norman Macmillan, president of the National League of Airmen, seconded the resolution, which was supported by Commander H. Stockwell and Mr. H. Beaumont, M.P.

R.A.F. PILOTS IN
THE MAKINGInstrument and Night
Flying

INTENSIVE TRAINING

London, May 13.

The new plan of the Air Council to intensify the process of training new pilots so that they may go to the squadrons at the end of 11 months fit to take part in the collective training of the unit is now beginning to take effect.

An Air Ministry Order, issued yesterday, shows both the additional work now undertaken at the R.A.F. flying training schools and the high standards required of pupils before they pass out of those schools for duty with squadrons.

OLD SYSTEM

The old system of training kept pilots at the flying training school for 11 months, but left the more advanced forms of individual and formation flying to be learned in the squadrons.

The new method, which was being organized before the R.A.F. expansion scheme was announced, provides a period of initial training at a civil training school, so that the young pilot is fit when he arrives at the R.A.F. school to begin training in service types of aircraft.

In his first term there he takes up instrument flying and night flying. In his second term he gets much more practice in these branches and learns formation flying.

He receives his flying badge or "wings" at the end of the first term, and before he leaves he must spend a month at an armament training camp, and so begins to be skilled in air gunnery. The whole of the training at civil school, Service school, and armament camp is now being compressed, in consequence of the expansion, within nine months, but it is intended in more leisurely days to devote 11 months to it. The type of pilot which the system should produce may be gathered from the regulations issued yesterday.

TESTS FOR BADGE

The pupil, in order to obtain his "wings" at the end of the first term, must: (i) have completed a total of not less than 80 hours solo and dual flying on elementary and service types of landplanes, of which not less than 20 hours must be solo on service types of aircraft; (ii) be able to fly a service type of aircraft reliably and accurately by day in clear air and solely by the aid of instruments, and land consistently well at low speeds; (iii) be able to execute correctly those normal and aerobatic manoeuvres appropriate to the type of aircraft on which he is trained; (iv) be able to recover from abnormal positions solely by the aid of instruments; (v) have carried out on a service type of aircraft an efficient climb to 15,000ft. and remained there for 30 minutes; and (vi) have carried out on a service type of aircraft not less than two triangular cross-country flights of 200 miles or more.

When the pilot takes those tests he will have been in training seven months and will have spent a short time at R.A.E. depot at Uxbridge on disciplinary training. At his final tests he must (i) be able to fly consistently good compass courses in clear air or in cloud; (ii) be able to fly at a steady height, course, and speed accurately for periods of five minutes as for bombing; (iii) be able to climb with war load at or

MARRIAGE TO ALIEN
POLYGAMISTS

Cautious Scotswomen.

London, May 9.

Mr. W. L. Rind, Assistant Registrar-General for England, gave evidence yesterday at Edinburgh before the Committee on the Marriage Laws of Scotland.

He wondered, he said, if they had trouble in Scotland over the marriage of foreigners, particularly those who were polygamists. There was a great deal of that in London.

"We take a lot of trouble to make the woman understand what her position is when she returns to her husband's country," he said. "It is mostly the case of an Englishwoman marrying a foreigner."

Lord Morison (chairman): We have had a few cases of that kind in Scotland. I think Scotswomen as a rule are very unwilling to marry foreigners.

Mr. Rind: Perhaps they are more cautious.

MARY JOHNSTON
DEADWriter Of Several
Best-Sellers

London, May 11.

Miss Mary Johnston, the Virginian novelist who has died at the age of 65, had a tremendous vogue in the first decade of this century.

At the age of 17 she sent the manuscript of her first novel, "Prisoners of Hope" (published in this country under the title of "The Old Dominion") to Mr. Walter Page, the publisher who afterwards became Ambassador. He was so impressed that he immediately took train for Miss Johnston's Virginian home.

Her two first novels, "The Old Dominion" and "By Order of the Company," were her best sellers. Her best books were those connected with the American Civil War, on which she was an authority. Of these, "Cease Firing" and "The Long Roll" were favourites of Mr. Baldwin and were publicly praised by him.

AUTHENTICATED BEST-SELLERS
Miss Johnston was one of the few authors whose authenticated sales for a single book exceeded the half-million mark.

In the United States alone, "By Order of the Company" sold 515,000 copies. In this country, too, the sale was large.

The world's record is held by a woman. This is Gene Stratton Porter, four of whose books all sold over a million copies: "Freckles" (2,000,000), "Girl of the Limberlost" (1,700,000), "The Harvesters" (1,600,000), and "Laddie" (1,500,000).

Miss Johnston made a great deal of money. She lost a lot of it in the 1929 slump, and was at one moment so temporarily embarrassed that she had to take paying guests.

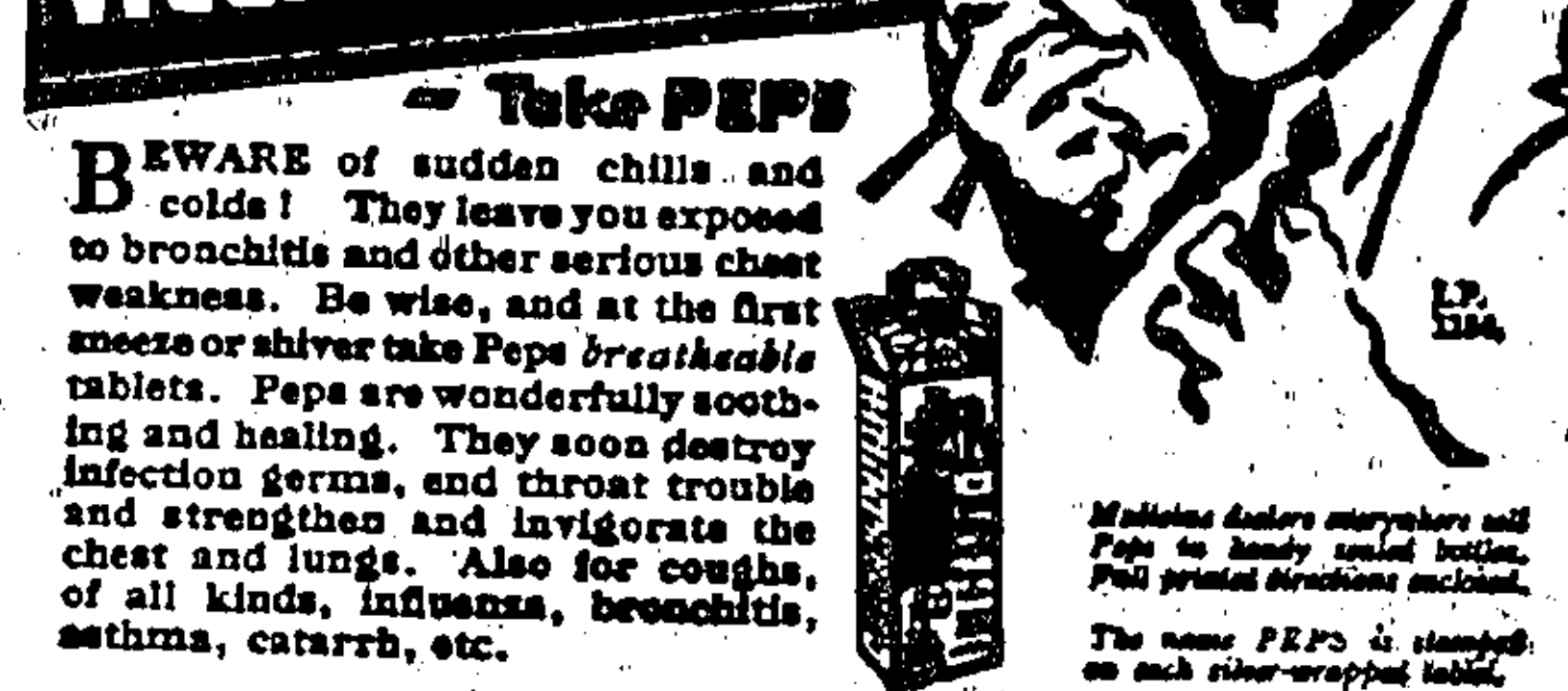
near maximum rate up to 15,000ft., or service ceiling if less; (iv) be able to fly accurately in any position of a flight of three aircraft during take-offs and landings, dives and turns as appropriate to the type of aircraft; and (v) be able to take off and land consistently well by night.

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DAILY SHARE QUOTATIONS

Hong Kong Stock Exchange Sharebrokers' Association

SATURDAY, MAY 30.				SATURDAY, MAY 30.			
Buyers	Sellers	Shares	Nominal	Buyers	Sellers	Shares	Nominal
Banks							
1,507 1/4	1,570	74	H.K. Banks	...	...	...	\$1,550
...	Do. (London)	...	...	...	2,100 1/2
...	Chartered Banks	...	...	...	2,149
...	Mercantile Bks. "A"	...	...	...	2,153
...	Do. "C"	...	...	...	2,153
...	Bank of East Asia	...	...	...	2,153
...	N. O. & S. Banks	...	...	...	2,153
Insurance							
...	Canton Insurance	...	...	...	\$283
...	Underwriters	...	...	...	\$1
...	Union Insurance	...	...	...	\$506
...	China Fire	...	...	...	\$475
...	H.K. Fire	...	...	...	\$250
...	International Assoc. S.	...	...	...	...
Shipping							
...	Douglases	...	...	...	\$35
...	Swansea	...	...	...	\$30
...	Indo (prel.)	...	...	...	\$30
...	Do. (del.)	...	...	...	\$30
...	Shells	...	...	...	100/-
...	Waterboats	...	...	...	\$12.20
Mining							
...	Antamoks	...	...	...	\$2.82
...	Balatoos	...	...	...	...
...	Baguio Gold	...	...	...	27 cts.
...	Baguio Consolidated	...	...	...	...
...	Exploration	...	...	...	29 cts.
...	Big Wodge	...	...	...	32 cts.
...	Demonstrations	...	...	...	93 cts.
...	Gold River	...	...	...	3 cts.
...	Gold Creek	...	...	...	8 cts.
...	Northern Mines	...	...	...	31 cts.
...	Parcels-Gumaua	...	...	...	34 cts.
...	United Paracables	...	...	...	\$1.05
...	Salacots	...	...	...	13 1/2 cts.
...	Logans	...	...	...	\$1.22
...	Kailans	...	...	...	11/6
...	Langkats (single) S.	...	...	...	70 cts.
...	Musate	...	...	...	...
...	Explorations S.	...	...	...	\$2.70
...	Sipangai Lomas S.	...	...	...	\$2.30
...	Raubs	...	...	...	\$1.11
...	San Mauricio	...	...	...	\$1.18
...	Venezuela Gold Flds.	...	...	...	\$3 1/2
Docks, Wharves, Godowns, etc.							
...	H.K. & K. Wharves	...	...	...	\$88
...	Do. (new)	...	...	...	...
...	Providents (old)	...	...	...	\$1.05
...	Do. (new)	...	...	...	30 cts.
...	H.K. & W. Docks	...	...	...	\$9
...	S. China Motors A.	...	...	...	...
...	S. China Docks S.	...	...	...	\$100
...	New Engineering S.	...	...	...	\$5
...	Hongkong S.	...	...	...	...
Lands, Hotels, and Buildings							
...	H.K. Hotels	...	...	...	4.80
...	H.K. Land	...	...	...	\$300
...	Do. 47 Dabentures	...	...	...	...
...	Shanghai Land S.	...	...	...	...
...	Metropolitan Land S.	...	...	...	...
...	H.K. Realities	...	...	...	\$4.10
...	China Do.	...	...	...	...
...	Do. Dabentures S.	...	...	...	...
...	Humphreys	...	...	...	\$8.55
...	Chinese Estates	...	...	...	...
...	Cotton Mills	...	...	...	...
...	Ewos	...	...	...	\$8.40
...	Shai Cotton (old)	...	...	...	\$74
...	Do. (new)	...	...	...	\$74
...	Zong Sing S.	...	...	...	\$114
...	Wing On Textiles S.	...	...	...	\$50
...	Public Utilities	...	...	...	...
...	Tramways	...	...	...	\$8.85
...	Peak Trans (old)	...	...	...	...
...	Do. (new)	...	...	...	...
...	Star Ferries	...	...	...	\$8 1/2
...	Yaumati Ferries	...	...	...	\$30
...	China Lights (old)	...	...	...	\$10.80
...	Do. (new)	...	...	...	...
...	H.K. Electric	...	...	...	\$74
...	Macao do	...	...	...	\$50 1/2
...	Sandakan Light	...	...	...	...
...	Telephones (old)	...	...	...	\$25
...	Do. (new)	...	...	...	\$9
...	China Buses	...	...	...	...
...	Tramways	...	...	...	24/6
...	Do. (prel.)	...	...	...	...
Industrials							
...	Malabon Sugars	...	...	...	...
...	Caldbeck, (ord.) S.	...	...	...	...
...	Macgregors (prel.) S.	...	...	...	...
...	Canton Loco	...	...	...	\$12
...	Cements	...	...	...	\$9.80
...	Ropes	...	...	...	\$4.35
Miscellaneous							
...	Dairy Farms	...	...	...	\$12.70
...	Amusement	...	...	...	...
...	Ob. Entertainment	...	...	...	...
...	Construction, (old)	...	...	...	\$12
...	Do. (new)	...	...	...	32 cts.
...	Lane Crawford	...	...	...	\$5.90
...	Macintosh	...	...	...	...
...	Nanyang Tobacco	...	...	...	\$3.35
...	Sinners	...	...	...	\$1.80
...	Watsons	...	...	...	\$2.35
...	Wm. Powell	...	...	...	50 cts.
...	M. Greyhound	...	...	...	...
...	S. C. Enterprises	...	...	...	...
...	Ch. C. 1825 G. Bds.	...	...	...	\$1
...	H.K. Gov. 4 1/2 Loans	...	...	...	...
...	Do. 3 1/2	...	...	...	...
...	Wallace Harper	...	...	...	...
...	H.K. Wing On	...	...	...	\$45
...	S'hai	...	...	...	\$54
...	Vibro Piling	...	...	...	\$2

HINDENBURG'S RECORD ACROSS THE ATLANTIC

4,381 Miles Flown In 61 Hrs. 39 Mins.

(BY MAJOR C. C. TURNER)

Lakehurst, May 10.

The Hindenburg landed here at five yesterday morning—61 hrs 39 mins. after her departure from Friedrichshafen in Germany last Wednesday. In this time she had covered 4,381 miles.

As we approached New York's airport, at the end of this record flight, we saw thousands of cars and great crowds of people, who had waited all night for our arrival.

The last hours of our amazing voyage was of intense interest. The great city lay beneath us stretching upward its towers of light as far as the eye could reach. It was still night below, but at our height dawn was already glimmering. The panorama of Long Island, Hoboken, Manhattan, Brooklyn Bridge and the docks lay before us.

The air shook with the welcome from sirens and whistles. The German liner Bremen thrust her searchlights up to greet us.

It comes home to me that this voyage confers on us, the passengers, the freedom of the planet. I have a thousand impressions of it, but I recall the high lights—the smooth, untroubled murmur of the engines throughout, occasional scarcely perceptible pitching and vibration that was little noticed—as the world slid gently past.

I shall always remember, Dr. Eckenker, the commander, a rugged veteran in leather jacket and cap, the quiet mastery of Capt. Lehmann, joint commander, and the alert crew.

ABOVE CLOUD CONTINENT

After passing the Solly Isles it was soon realised that we were on our way across the Atlantic. At first ships were frequent, but later the ocean seemed deserted and our meeting with the liner Statendam was the more welcome. She came straight towards us over a cobalt grey sea flecked with white horses, and passed almost directly beneath us and so close that we could see her passengers waving from the deck and heard her siren greeting.

This meeting and passing at 100 knots, the combined speed of the two great vessels, an incident which moved us strangely, took 90 sec.

Memories now are the glorious sea and cloudshades, of sweeping majestically over the dazzling white continent of tumulus clouds, our shadow surrounded by a rainbow halo, waxing and waning according to the height of the cloud.

J. & P. SURPRISE

London, May 13.

A sharp fall from 53s to 55s in the Ordinary 51 units of J. & P. Coats, the cotton thread combine, reflected the market's disappointment at the preliminary profit and dividend statement issued yesterday. Net profit for 1935 is shown to have fallen from £2,463,327 to £2,006,340, or by roughly 19 p.c., while the dividend has been reduced from 13s to 10 p.c. by the omission of the 3 p.c. cash bonus declared in each of the past two years.

A sum of £250,000 has been applied to Exchange differences reserve against £100,000 a year ago, and the carry-forward has declined from £383,025 to £239,365. At the same time the board has followed the practice, adopted in 1934, of declaring an interim dividend of 2 p.c. for the first quarter of the current year.

The dividend reduction is disappointing, but a fall in profits should not have been entirely unexpected in view of the chairman's warning at the annual meeting last June. Shareholders were informed that the company's business in the United States was almost certain to show a further contraction.

there are anti-aircraft machine guns of various calibres.

An innovation in the placing of the machinery for working the catapult on the deck below, so that the flying space on the upper deck is clear of obstructions.

As soon as the Repulse reaches the Mediterranean her sister ship Renown will come home to undergo a similar refit, including in her case an entirely new set of machinery and boilers.

"OUR DUTY TO BE STRONG"

London, May 14.

General Sir Walter Kirke, Director-General of the Territorial Army, speaking at Shrewsbury on Saturday, made a strong appeal for recruits.

The trend of events, he said, was leading up to a day when gamblers might take the supreme risk of a world war, if by so doing there was a reasonable chance of improving the position of their own country at the expense of someone else. Some countries believed that "might is right," and that "Heaven helps those who help themselves." China and Abyssinia were not attacked because they were too weak, but because they were too strong. Surely, for us there was a lesson here.

Riches insufficiently protected were a terrible temptation to strong but hungry nations and were an incitement to war. Peace must be preserved the police must be stronger than the law breakers; if we were to play any decisive role in the duty of preserving the peace of the world we must be strong. Where a few policemen might be unable to quell a riot, a larger body might prevent it from ever starting.

We did not want to muddle through another war after fearful losses. We must be strong enough to make it too risky for anyone to start a war without paying due attention to our views on the subject. We must have an Army commensurate with our responsibilities. Though conditions had entirely changed, though the Navy was no longer paramount, though distances had shrunk, and with them our sea protection, we still pinned our faith to the voluntary system, which had been abandoned by practically every one else. This was a grave risk. If it did not produce the men we required it was not a risk but a certainty of disaster.

A DISQUIETING SITUATION

The situation of the Territorial Army to-day was most disquieting. In 1914 its strength was 272,000. To-day it was less than half that figure. Many people were misled by the idea that in some occult manner the resolutions of the League of Nations were a substitute for any practical ability to put them into effect. Mussolini should surely have exploded that idea, but he did not seem to have been so successful in that respect as he had been in Abyssinia. There must surely be some members of the League of Nations Union who understood that good resolutions without the necessary force behind them were useless, and they should educate those of less intelligence.

"The clergy, in some cases," Sir Walter Kirke went on to say, "do not give the support which we have the right to expect. Let them remember that because Buddhism was a purely pacifist religion, it has been swept out of India by more militant creeds. Let them not forget that we in England to-day are Christians solely because many centuries ago the Knights of Christendom hurled back the Mongol hordes by force of arms. England to-day is the great bulwark of Christianity in Europe, and in preparing to defend our homes we are also defending our religion. The ethics of Christianity have not changed. Those who condemn the soldier to-day take upon themselves a heavy responsibility for, by implication, they also condemn the millions of Christians who have fought and died for their Fatherland, their families, and their faith."

PASSENGERS' COMPLAINT

The lay-out is imitative where it ought to be revolutionary. I doubt whether it is necessary to provide an ocean liner's comfort in detail for a voyage of less than three days.

Already airship travellers are becoming exigent. One complained that no English cigarettes were available. I should not have been surprised at inquiries for a chiropractor or hairdresser.

I think information as to the airship's position and the reason for this or that change of altitude should be told as a matter of interest to the passengers. Time sometimes dragged slowly.

Complaints of the absence of an outside promenade are unreasonable. It is not possible to have an open promenade in a vessel whose speed creates a hurricane of wind.

The total mileage of the airship's path was 4,381; her average speed 71.3, and maximum speed 93 m.p.h. It could hardly have been better.

But the Hindenburg will be surpassed by airships the building of which has now begun.

VESSELS DUE

Ajax, B. & S., July 5.

Alpore, P. & O., June 6.

Antenor, B. & S., June 19.

Arabia, P. & O., June 5.

Bahar, P. & O., June 5.

Banded, Loxley's, June 16.

Benroch, Loxley's, June 9.

Benvenue, Loxley's, June 5.

Borneo Maru, O.S.K., June 2.

Burma Maru, O.S.K., June 3.

Burdwan, P. & O., June 14.

Canada Maru, O.S.K., June 14.

Change, B. & S., June 12.

City of Christ Church, Bank's, June 10.

City of Elwood, States Co., June 25.

City of Mobile, Bank Line, June 8.

Conte Verde, Lloyd Trieste, June 20.

Corfu, P. & O., June 10.

Cremor, J.C.J. Line, June 2.

Danmark, E.A. Co., June 15.

Demodocus, B. & S., June 15.

Duisburg, Jebens', June 8.

Emp. of Asia, C.P.S., July 2.

Emp. of Russia, C.P.S., June 4.

Emp. of Japan, C.P.S., June 19.

Felix Roussel, Messageries, June 20.

Fernbrook, Jebens', July 1.

Fridrun, Melchers, June 2.

Fukuroku Maru, O.S.K., June 6.

General Lee, States Co., June 19.

Glaucus, B. & S., June 19.

Hague Maru, O.S.K., June 4.

Hakone Maru, N.Y.K., June 6.

Hamburg Maru, O.S.K., June 19.

Havana Maru, O.S.K., May 31.

Himalaya, Lloyd Trieste, June 5.

Hong Kong Maru, O.S.K., June 3.

Ision, B. & S., June 7.

Jean Laborde, Messageries, June 2.

Katori Maru, N.Y.K., June 6.

Kwanto Maru, O.S.K., June 6.

Leverkusen, Jebens', June 6.

Meerkerk, J.C.J. Line, June 11.

Mennen, B. & S., June 7.

Minsterland, Jebens', June 2.

Nedra, P. & O., July 3.

Nanking, E. & A., June 2.

Nockar, Melchers, June 2.

Nollere, E. & A., July 4.

Oder, Melchers', June 13.

Panama Maru, O.S.K., June 10.

Nedra, P. & O., July 3.

Peiping, Gilman's, June 18.

Philoteos, B. & S., June 22.

Pros. Adams, Dollar's, July 2.

Pros. Collings, Dollar's, July 2.

MORE AIR POWER FOR NAVY

H.M.S. REPULSE CHANGES

Portsmouth, May 13.

After a reconstruction which has taken three and a half years and has cost nearly £1,400,000, H.M.S. Repulse, one of our three remaining battle cruisers, is now preparing for service in the Mediterranean.

This ship is the first of our capital units to be rebuilt in accordance with up-to-date principles. In her new guise she embodies more air

power, together with a greater degree of anti-aircraft defence, than any other vessel of the Navy.

Apart the second funnel, 50ft of the superstructure has been cut away, the new space being occupied by a huge aircraft catapult, extending the full width of the deck. On either side of the deck a lofty hangar has been built.

When the ship leaves for the Mediterranean on June 8 she will carry four seaplanes—two in the hangars and the other pair on deck. Hitherto no British warship has carried more than two.

The main anti-aircraft armament of the Repulse now comprises eight 4in guns, including four of the latest model twin-mounted turrets, which give complete protection to the crews. In addition,

Quickest Healer for all Festering Sores and Itching Eruptions

If you suffer from a disfiguring, distressing skin eruption, medical science cannot offer you a surer, quicker remedy than this simple Cuticura treatment which is the result of long research by a physician specializing in the treatment of skin diseases.

FOLLOW THESE DIRECTIONS:

Wash the affected part night and morning with Cuticura Soap and hot water. Dry gently and apply Cuticura Ointment. This daily treatment relieves itching and allays inflammation at once. The soothing, healing, antiseptic Cuticura penetrates to the depths of the eruption. It destroys the lurking germs which keep the disease active, it heals the festering sores and steadily establishes a healthy condition of the skin which leads to complete recovery. The comfort and benefit even from the first application will amaze and delight you.

CURES ECZEMA PRICKLY HEAT PSORIASIS PIMPLES BOILS, ABSCESSSES LEG ULCERS BURNS, SCALDS

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ointment and soap

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Sample each of Cuticura Ointment, Soap and Talcum sent on receipt of 25 cts. Address:—Muller & Phipps (Asia) Ltd., P.O. Box 25 Hong Kong.

'Harlene-Hair-Drill' For Healthy Hair!

2 Minutes A Day Banishes BALDNESS, DANDRUFF, LIFELESS & FALLING HAIR

"HARLENE-HAIR-DRILL" restores growth, lustre and luxuriance to impoverished hair, and revives the weakened tresses. To men it restores the Well-Groomed Appearance so essential in Social and Business Life—to Women it gives that Added Allure and Attraction so rightly desired.



HARLENE HAIR GROWER AND TONIC

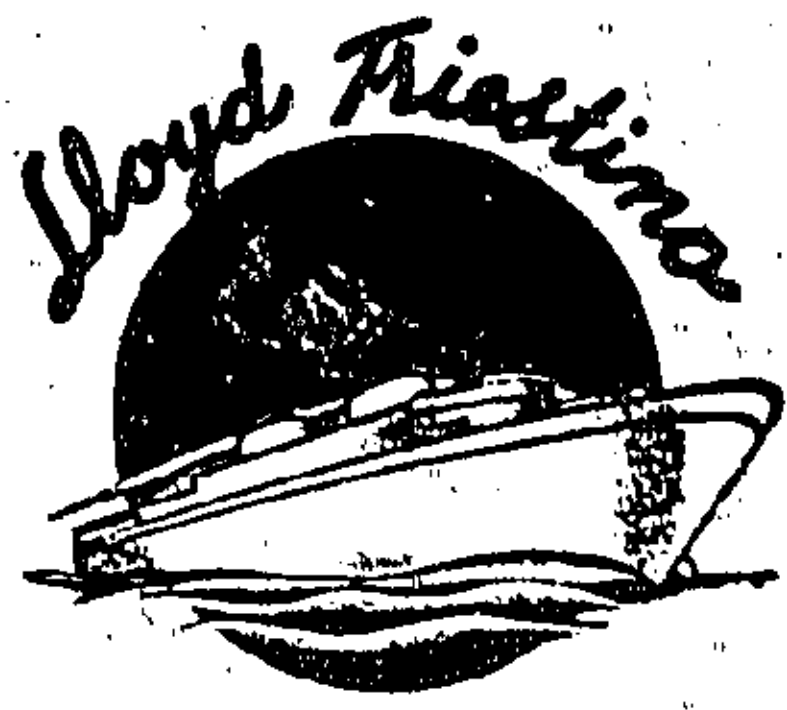
The greatest Hair Restorer for both sexes. Banishes baldness, falling hair, lifeless hair, brittle hair, too dry or too greasy scalp, etc. Infuses new life and vitality into each hair follicle, and makes the hair gleaming, lustrous and healthy. Quickly brings back youthful appearance.

CREMEX SHAMPOO

No hair can be healthy unless it is cleansed thoroughly to remove dust and deposits, etc. Shampoo with "CREMEX." Its generous creamy lather is delightfully refreshing and super-cleansing. It frees the hair from every trace of Scurf and Dandruff and is most beneficial to the scalp. FREE Blemishing Rinse included.

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Fares to Venice, Trieste, Genoa and Return... £139, £88, £86.

SCHEDULE OF SAILING

HONG KONG TO ITALY	HONG KONG TO SHANGHAI
S.S. "CONTE VERDE" 28th June	S.S. "HIMALAYA" 3th June
S.S. "VICTORIA" 30th July	S.S. "SUMATRA" 8th June
S.S. "CONTE VERDE" 30th Aug.	S.S. "CONTE VERDE" 20th June
S.S. "CONTE ROSSO" 3rd Oct.	S.S. "VICTORIA" 21st July

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OUTWARD SAILINGS

m.v. "MOENSTERLAND" for F'chow, Shanghai, Dairen, Taku, Tsingtau, Yama, Nagoya, Kobe, Osaka, 2nd June

m.v. "LEVERKUSEN" for Shanghai, Dairen, Tsingtau, Taku, Yama, Nagoya, Kobe, Osaka, 24th June

HOMEWARD SAILINGS

m.v. "DUISBURG" for M'les, B'ona, E'dam, H'burg, 6th June

m.v. "OLDENBURG" for M'les, B'ona, E'dam, H'burg, 22nd June

m.v. "LEVERKUSEN" for M'les, B'ona, E'dam, H'burg, 6th July

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S.S. "BENREOCH"

Sailing for LONDON, ROTTERDAM, ANTWERP, HAMBURG, HULL and LEITH on or about the 9th June.

Cargo will also be accepted on through Bill of Lading to the usual transshipment ports.

Next Sailing for SHANGHAI & JAPAN

S.S. "BENVENUE" June 5th

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H3450.

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H3135.

NEXT SAILINGS

TO BATAVIA DIRECT

S.S. "TJISONDARI" 2nd June, 11 a.m.

Tender Blaka Pier 10.00 a.m. Tender Polio Pier 10.15 a.m.

TO MANILA, MAKASSAR, BALI & SOERABAJA

S.S. "TJINEGARA" 9th June, 10 a.m.

Tender Blaka Pier 9.00 a.m. Tender Polio Pier 9.15 a.m.

TO AMOY & SHANGHAI

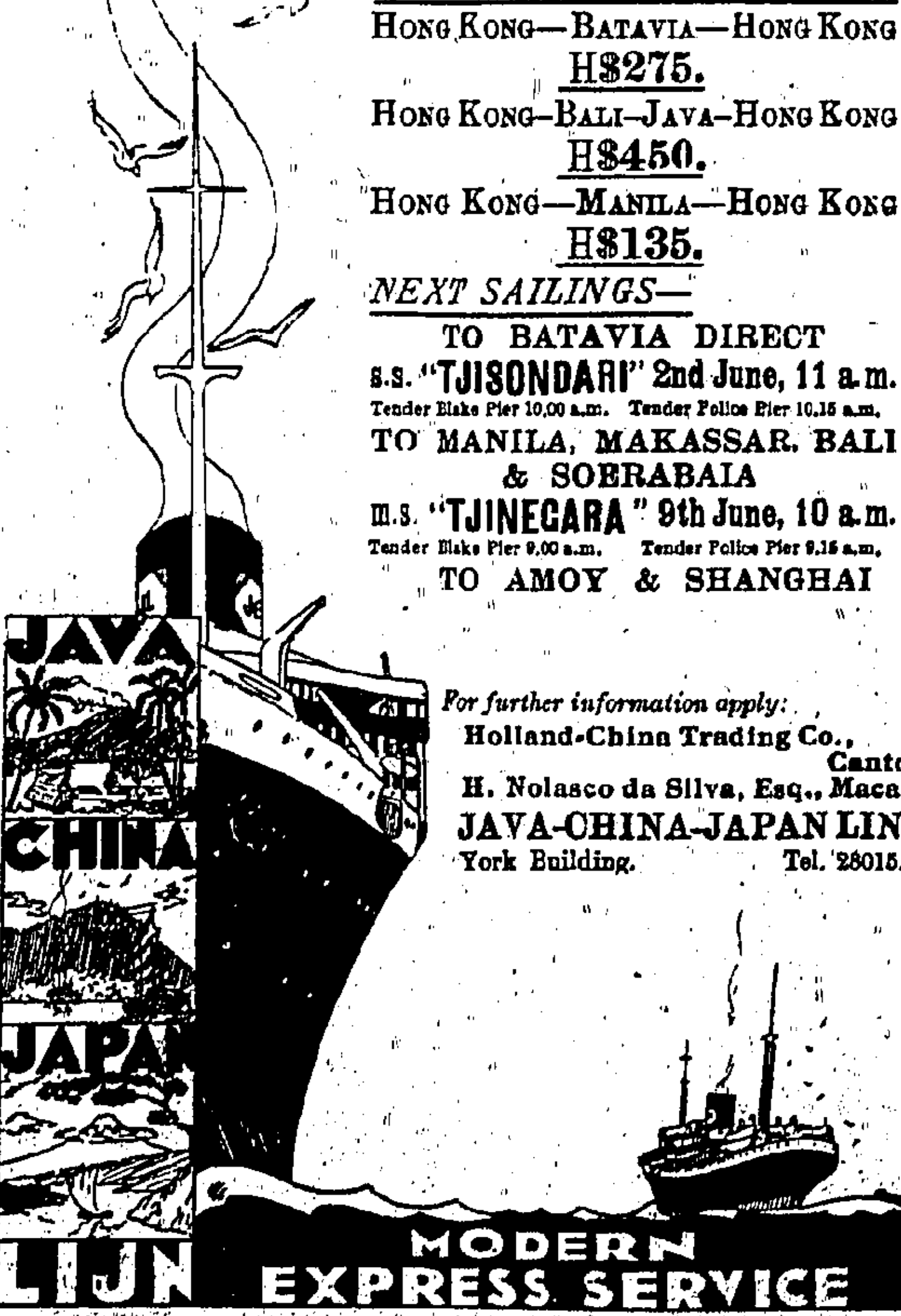
For further information apply:

Holland-China Trading Co., Canton

H. Nolasco da Silva, Esq., Macao

JAVA-CHINA-JAPAN LINE

York Building. Tel. 28015.



COMMUNICATIONS IN YUNNAN

Improvements Make For Speed And Comfort.

NEW COTTON MILL

Motor bus companies in Yunnan have multiplied very fast in the last six months, until it seems that there must be more than enough for the demand.

On the other hand most of the vehicles seem to be crowded, if not with passengers, then with freight. This service is speeding up transport in this isolated and mountainous province to an almost unbelievable tempo.

The road to Tullu, 13 or 14 days to the West by ordinary methods soon will be finished. Already buses are running to within two days of that city and making the trip in two stages.

Much has been heard recently also of the through road to Kweichow and Szechuen which is being pushed with great vigour.

At service by the C.N.A.C. Ford plane, the Kunming has brought Yunnan into close communication with the coast and central China.

The trip from Shanghai to this city was recently made by this plane in one day—flying time just over thirteen hours.

SPECIAL RAIL CAR

The French railway from Indo-China has had a special rail car with rubber tyres in operation for several months.

This makes the journey to Hanoi in one day instead of three, and runs once a week each way. With all of these improvements in communication Yunnan is beginning to come out of the ancient isolation and to feel more in touch with the outside world.

Work on the cotton and weaving mill being erected by the Yunnan Economic Committee is being pushed.

The site chosen is near Yuhyangko, about a mile from the south gate of the city and near the round-the-city motor road.

At the same time the Committee expects to install an electric power station with steam motive power. This is to supply power for the mill and other developing industrial projects.

NEW BUILDINGS

Mr. T. Y. Miao, head of the New Futen Bank, is the main promoter of these enterprises.

The engineer in charge of construction of the cotton and weaving mill Mr. B. L. Pond, who recently finished the Y.M.C.A. building, is also in charge of the erection of Gen. Lung Yun's new residence and has been asked to put up other important buildings in Yunnan.

The Kunming China Products Corp. Ltd., is soon to open its doors.

This is designed to promote knowledge and sale of "made in China" merchandise alone. A new shop three storeys high, is being built near the Sanpifang for the new business venture.

MAJESTIC SOLD

Fifth Cunarder To Be Scrapped

London, May 15.

The Cunard-White Star Liner Majestic was bought yesterday by Thos. W. Ward Ltd., of Sheffield, and will shortly leave Southampton, where she has been laid up since February, for one of the company's shipbreaking yards.

It is thought probable that the yard at Inverkeithing will be selected for this purpose, though no definite arrangements have yet been made.

The price paid was not disclosed, but is believed to be well over £100,000.

The Majestic is a quadruple screw turbine steamer of 56,599 tons gross, and was completed at Hamburg in 1921 as the Bismarck, being taken over by this country as part of the war reparations. She had a speed of 23 knots.

She will be the fifth Cunard-White Star liner to be broken up within the past year or so, the others being the Mauretania, Olympic, Doric and Homeric.

Prior to the launch of the Normandie, the Majestic was the largest ship afloat.

LONDON EXCHANGE RATES

(BRITISH WIRELESS SERVICE)

	May 27.	May 28.
Paris	75 43/64	75 53/64
Geneva	15.42 1/2	15.45 1/2
Berlin	12.38	12.41
Athens		52 1/2
Milan	83 3/8	83 3/8
Shanghai	1/2 7/16	
New York	4.98 1/2	4.99 1/2
Amsterdam	7.37 1/2	7.39 1/2
Vienna		
Prague	123 3/8	120 1/2
Bucharest		
Madrid	36 17/32	36 19/32
Lisbon		
Hong Kong	29.47 1/2	29.53
Brussels		
Montevideo		
Belgrade	4.99 1/8	4.99
Montreal		
Yokohama		
Helsingfors		
Rio		
Buenos Aires		
Silver (Spot)	10 1/2	10 15/16
Silver (forward)	10 13/16	10 15/16
War Loan	3 1/2 105 3/8	105 3/8

Closing Quotations

On LONDON:	May 3, 1936.	On NEW YORK:
Telegraphic Transfer	1/3 1/2	Bank Bills, on demand 33
Bank Bills, on demand		Credit, 60 days' sight 32 1/2
Bank Bills, 4 months'		On demand 47 1/2
eight	1/3 7/16	On PARIS:
Credit, four months'	1/3 1/2	Bank Bills, on demand 47 1/2
eight		Credit, 4 months' sight 48 1/2
On SHANGHAI:		On SAIGON:
On demand	107	On demand 48 1/2
On SINGAPORE:		On MANILA:
On demand	54 1/2	On demand 64
On JAPAN:		On BANGKOK:
On demand	108	On demand 144 1/2
On LIMA:		SOVEREIGNS, Bank Buying
Telegraphic Transfer	84 1/2	Rate
Bank, on demand		Bar SILVER, per oz. 19 1/2

NEW YORK STOCK EXCHANGE

(Through Market's Agency)

QUOTATIONS

New York, May 29.

	High	Low	Close	Today's	Change
New York/London Cross-rate	11.64	11.49	11.49	11.51	.02 up
New York Cotton—July	15.69	15.63	15.62	15.63	unchanged
New York Rubber—July	84 1/2	83 1/2	83 1/2	84 1/2	up
Chicago Wheat—July	80 1/2	80 1/2	80 1/2	80 1/2	off
Chicago Corn—July	80 1/2	80 1/2	80 1/2	80 1/2	unchanged
Silver—Official					
Dow Jones Averages:	High—1934/35	Low: May 27.	May 28.	Change	
30 Industrial	271.1	271.1	271.1	271.1	.80 off
30 Rail	51.73	51.73	51.73	51.73	.34 off
20 Utilities	38.36	38.36	38.36	38.36	.25 off
40 Bonds	103.34	103.34	103.34	103.34	.06 off
11 Commodity Index	62.10	62.10	62.10	62.10	.11 off

Business Done: 780,000 shares.

Stocks	May 27, 28	Stocks	May 27, 28
Adams Express	114 1/2	G. Western Sugar	384 3/4
Amer. Can.	129 1/2	Humble Oil	58 1/2
Amer. Cyanamid	34 1/2	Int. Harvester Co.	86 1/2
Am. & For. Power	34 1/2	Int. Nickel	47 1/2
Am. Light & Trac.	27 1/2	Int. Tel. & Tel.	14 1/2
Amer. Locomotive	20 1/2	Kennecott	38 1/2
Amer. Radiator	27 1/2	Loew's Inc.	47 1/2
Amer. Rolling Mill	78 1/2	Lorillard	22 1/2
Amer. Smelting	56 1/2	McKesson & Rob.	42 1/2
Am. Sugar Refining	165 1/2	bins Inc.	42 1/2
Amer. Tel. & Tel.	92 1/2	Montsanto Chemical	84 1/2
Amer. Tobacco	22 1/2	Montgomery Ward	43 1/2
Amer. Waterworks	34 1/2	Nat. City Bk.	33 1/2
Anacosta Copper	71 1/2	Nat. Dairy Prods.	23 1/2
Atchafalpa	27 1/2	Nat. Distillers	29 1/2
Atlas Corp.	12 1/2	Nat. Power & Light	10 1/2
Auburn	30 1/2	New York Central	36 1/2
Baltimore & Ohio	18 1/2	Northern Pacific	28 1/2
Bethlehem Steel	52 1/2	Pacific Gas & Elec.	36 1/2
Boeing Airplane Co.	19 1/2	Pacific Lighting	50 1/2
Borden Co.	28 1/2	Packard Motors	10 1/2
Bklyn. - Manhattan	46 1/2	Paramount Picture	71 1/2
Trans. Corp.	46 1/2	Inc.	71 1/2
Bklyn. - Manhattan	103 1/2	Pennsylvania R.R.	31 1/2
\$3 cum. pt.	104 1/2	Phillips Petroleum	40 1/2
Case, J. I.	160 1/2	Pure Oil Co.	45 1/2
Canadian Pac. Rly.	12 1/2	Pub. Service of N.J.	17 1/2
Chase Nat. Bk.	37 1/2	Radio Corp.	11 1/2
Chesapeake & Corp.	65 1/2	Radio Corp. "B"	100 1/2
Chesapeake & Ohio	57 1/2	\$5 of	100 1/2
Chrysler	97 1/2	Reynolds Tob. Co.	53 1/2
Columbia Gas & E.	18 1/2	Schenley	43 1/2
C. G. & E. Co.	101 1/2	Schenley 5 1/2 pt.	100 1/2
Commercial Credit	60 1/2	Sears Roebuck	73 1/2
Comd. Solvents	16 1/2	Secony-Vacuum	12 1/2
Comm. & Southern	31 1/2	Shirn. Cal. Edison	28 1/2
(ord.)	31 1/2	Shirn. Pacific	33 1/2
Comm. & Southern	70 1/2	Stand. Brands	15 1/2
(ord.) \$3 cum. pt.	70 1/2	Stand. Gas & Elec.	7 1/2
Consolid. Oil of N.Y.	12 1/2	Stand. Oil of N.J.	59 1/2
Consolid. Oil	12 1/2	Sterling Prods.	68 1/2
Corn. Products	78 1/2	Swift International	29 1/2
Curtiss Wright (C)	64 1/2	Technicolor	30 1/2
Delaware & Hudson	15 1/2	Texas Gulf Sulphur	36 1/2
Distillers Corp.	41 1/2	Transamerica	12 1/2
grams	23 1/2	20th Cent. Fox Film	24 1/2
Douglas Aircraft	58 1/2	comm.	24 1/2
Du Pont de Nemours	144 1/2	20th Cent. Fox Film	24 1/2
Electric Boat	12 1/2	pt.	33 1/2
Elec. Bond & Share	20 1/2	Un. Carbide & Car.	84 1/2
Elec. Bond & Share	70 1/2	bon	84 1/2
\$3 pt.	80 1/2	Un. Pacific	128 1/2
\$4 pt.	16 1/2	Un. Aircraft (New)	23 1/2
Gen. Electric	37 1/2	Un. Airline Trans.	16 1/2
Gen. Foods	38 1/2	Un. Corp.	61 1/2
Gen. Motors	62 1/2	pt.	44 1/2
Gen. Rly. Signal	39 1/2	Un. Gas Improve-	15 1/2
Gold Dust	15 1/2	ment	15 1/2
Goodrich Tyre Co.	20 1/2	U. S. Indus. Alcohol	38 1/2
Goodyear Tire & R.	25 1/2	U. S. Rubber	30 1/2
G. Northern Rly. pt.	38 1/2	U. S. Steel	60 1/2
ex. div.		Vanadium	19 1/2
		Warner Bros. Pict.	84 1/2
		Westinghouse Elec.	116 1/2
		Call Money	1 1/2

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To SAN FRANCISCO	To SEATTLE-VICTORIA
Via Shanghai, Kobe, Yokohama, Honolulu, San Francisco, Panama Canal, Havana, New York.	Via Shanghai, Kobe, Yokohama and Victoria.
Pres. Taft 8 a.m. June 3rd	Pres. McKinley M'night June 5th
Pres. Hoover 8 a.m. June 13th	Pres. Grant M'night June 18th
Pres. Pierce 8 a.m. July 1st	Pres. Jefferson M'night July 3rd
Pres. Coolidge 8 a.m. July 11th	Pres. Jackson M'night July 17th
Pres. Lincoln 8 a.m. July 29th	Pres. McKinley M'night July 31st

EUROPE, NEW YORK	MANILA
Via Manila, Singapore, Penang, Colombo, Bombay, Suez Canal, Naples, Genoa and Marseilles.	THE MOST FREQUENT SERVICE
Pres. Garfield 8 a.m. June 6th	Next Sailings
Pres. Polk 8 a.m. June 20th	Pres. Hoover 9 p.m. June 4th
Pres. Adams 8 a.m. July 4th	Pres. Garfield 8 a.m. June 6th
Pres. Harrison 8 a.m. July 18th	Pres. Grant 8 p.m. June 13th
Pres. Hayes 8 a.m. Aug. 1st	Pres. Polk 8 a.m. June 20th
	Pres. Pierce 6 p.m. June 23rd

DOLLAR STEAMSHIP LINES AMERICAN MAIL LINE

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CONSIGNEE NOTICES.

PRINCE LINE.
NOTICE TO CONSIGNEES.

FROM
NEW YORK AND LOS ANGELES

THE Motor Vessel
"CINGALESE PRINCE"

having arrived from the above Ports on 26th May, Consignees of Cargo are hereby informed that their Goods are being landed at risks into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Limited, Kowloon, where delivery may be obtained as soon as the Goods are landed.

Optional Cargo will not be landed here, unless Notice has been given 48 hours prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th June, 1936, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 8th June, 1936, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

To comply with the General Bonded Warehouse Regulations consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

All Claims must reach us before the 1st July, 1936, or they will not be recognized.

No Insurance will be effected. Bills of Lading will be countersigned by JEBSEN & CO., Agents.

Hong Kong, 1st June, 1936. [4470]

OLD SEA DOG DIES

Was Commander Of
Mauretania

London, May 9.

Captain S. G. S. McNeil, former commander of the Mauretania, who at the time of his retirement six years ago was reputed to have saved more lives at sea than any other captain, has died at his New Forest home at Ashurst from a heart attack.

He would have celebrated his 66th birthday this month.

During his 47 years at sea he saved 520 lives. In 1915, as captain of the fleet-sweeper Reindeer, rescued 470 members of the crew of H.M.S. Majestic when

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW & BANGKOK	"KALGAN"	On 2nd June, 3 p.m.
SWATOW & SHANGHAI	"SOOCHOW"	On 3rd June, 3 p.m.
SWATOW & TIENTSIN	"NINGHAI"	On 3rd June, 3 p.m.
CHITTOO & TIENTSIN	"CHEKIANG"	On 4th June, 5 p.m.
AMOI & SHANGHAI	"TSINAN"	On 4th June, 5 p.m.
HONGKONG & HAIPHONG	"KIANGCHOW"	On 5th June, 3 p.m.
SWATOW, FOOCHOW, SHANGHAI, TIENTSIN	"HOIHOW"	On 5th June, 5 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KAYING"	On 5th June, 5 p.m.
SWATOW & SHANGHAI	"ANSHUN"	On 8th June, 3 p.m.
SINGAPORE & PENANG	"KWEIYANG"	On 10th June, 3 p.m.
SWATOW & BANGKOK	"KWEIYANG"	On 10th June, 3 p.m.
SWATOW & SHANGHAI	"KWEIYANG"	On 10th June, 3 p.m.
SWATOW, TIENTSIN	"NAN NING"	On 10th June, 3 p.m.
CHITTOO & TIENTSIN	"TAIYUAN"	On 10th June, 3 p.m.
BOHOW, PAKHOI & HAIPHONG	"KWANGCHOW"	On 10th June, 3 p.m.
SWATOW, FOOCHOW, SHANGHAI, TIENTSIN, WEIHAIWEI, CHEFOO & TIENTSIN	"YOOHONG"	On 12th June, 5 p.m.
SWATOW & SHANGHAI	"KINGYUAN"	On 14th June, 3 p.m.
SWATOW & SHANGHAI	"SOOCHOW"	On 17th June, 3 p.m.
SWATOW, TIENTSIN	"SUIYANG"	On 17th June, 3 p.m.
CHITTOO & TIENTSIN	"TSINAN"	On 18th June, 5 p.m.
AMOI & SHANGHAI	"KAYING"	On 18th June, 5 p.m.
HONGKONG & HAIPHONG	"KIANGSU"	On 21st June, 3 p.m.
SWATOW & BANGKOK	"KIANGSU"	On 21st June, 3 p.m.

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FIRST CLASS FARE TO SYDNEY £78 RETURN
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STEAMERS	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
CHANGTE	12 June	19 June	22 June	8 July
TAIPING	17 July	14 July	17 July	2 Aug.
CHANGTE	11 Aug.	18 Aug.	21 Aug.	6 Sept.
TAIPING	4 Sept.	11 Sept.	14 Sept.	30 Sept.

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M.V. "SILVERSANDAL" ... June 21st, 1936
Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

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All Arrivals and Departures from the Company's Wharf (near Hanks Pier)
ROUND TRIP TICKETS are issued from HONGKONG TO FOOCHOW (Parade Anchorage) and return by the same Steamer at the Reduced Rate of \$100, including meals while the Steamer is at Coast Ports.

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SHIPS IN HARBOUR

WHARVES.

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Gertrude Maersk. Munsterland

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Hok's:—Agapenor and Calchas.

Osaka Shosen Kaisha:—Hozan

Maru and Canton Maru.

Douglas Lapraik:—Seistan.

Saikong:—Wing Wo.

DOCKS.

Kowloon:—Cingalese Prince, Hal

Yang.

Taikeo:—H.M.S. Phoenix, Chi-

chibu Maru, Lubow and Nan-

chang.

BUOYS.

No. A2—Agra

No. A3—Roggeveen
No. A9—Tjondari
No. A11—Kalgan
No. A12—Zuiko Maru
No. B4—Yang Chi
No. B5—Tuchekam
No. B6—Apoey
No. B8—Hing Sang
No. B9—Lyeemoo
No. B10—Wong Shek Kung
No. B11—Tung Cheng
No. B14—Kaying
No. B16—Hellas
No. B17—Chong Lee
No. B18—Fronto
No. B20—Hoihow
No. B21—Chekiang
No. B22—Hin Sang
No. C1—G. G. Paul Doumer

ADVERTISED SAILING FROM HONG KONG

NORTHWARD

FROM HONG KONG TO COAST PORTS AND JAPAN

Amoy.

Cremor, J.C.J. Line, June 2.

Haiyang, Douglas, June 2.

Hozan Maru, O.S.K., June 3.

Taiwan, B. & S., June 4.

Haining, Douglas, June 5.

Yuenang, Jardine's, June 6.

Hong Kong Maru, O.S.K., June 7.

Anshun, B. & S., June 8.

Haitan, Douglas, June 9.

Tjibadak, J.C.J. Line, June 10.

Spirala, B.I. (Apar), June 11.

Taiwan, B. & S., June 11.

Sainsang, Jardine's, June 14.

Hai Hing, Thoresen's, June 19.

Chefoo.

Hainsang, Jardine's, June 3.

Ninghai, B. & S., June 3.

Hoihow, B. & S., June 5.

Nanning, B. & S., June 10.

Yochow, B. & S., June 12.

Daluy.

Muensterland, Jochen's, June 2.

Neckar, Melchers, June 2.

Hague Maru, O.S.K., June 5.

Leverkusen, Jochen's, June 9.

Stentor, B. & S., June 9.

City of Christ Church, B. Line, June 10.

Older, Melchers, June 13.

Antenor, B. & S., June 19.

Rheinland, Jochen's, June 24.

Foochow.

Haiyang, Douglas, June 2.

Muensterland, Jochen's, June 2.

Neckar, Melchers, June 2.

Hainsang, Jardine's, June 3.

Haining, Douglas, June 5.

Hoihow, B. & S., June 5.

Haitan, Douglas, June 9.

Yochow, B. & S., June 12.

Hankow.

Demodocus, B. & S., June 15.

JAPAN (Direct).

Hague Maru, O.S.K., June 5.

Yuenang, Jardine's, June 6.

Sainsang, Jardine's, June 14.

Kamo Maru, N.Y.K., June 19.

Kelung.

Hozan Maru, O.S.K., June 3.

Hong Kong Maru, O.S.K., June 7.

Ningpo.

Chekiang, B. & S., June 4.

Shanghai and Japan.

Muensterland, Jochen's, June 2.

Neckar, Melchers, June 2.

Chichibu Maru, N.Y.K., June 3.

Pres. Taft, Dollar's, June 3.

Nankin, E. & A., June 4.

Bevenue, Loxley's, June 5.

Hakone Maru, N.Y.K., June 5.

Pres. McKinley, A.M. Line, June 5.

Memnon, B. & S., June 7.

Gen. Sherman, States Co., June 8.

Danmark, T. & S., June 8.

Leverkusen, Jochen's, June 9.

Scharnhorst, Melchers, June 9.

Stentor, B. & S., June 9.

Taurus, Thoresen's, June 9.

Burdwan, P. & O., June 10.

Corfu, P. & O., June 11.

Spirala, B.I. (Apar), June 11.

Emp. of Russia, C.P.S., June 12.

Nagara Maru, N.Y.K., June 12.

Oder, Melchers, June 13.

Pres. Hoover, Dollar's, June 13.

Sphinx, Messageries, June 13.

Benelux, Loxley's, June 16.

Tatsuta Maru, N.Y.K., June 17.

Peiping, Gilman's, June 18.

Pres. Grant, A.M. Line, June 19.

Suwa Maru, N.Y.K., June 20.

Rheinland, Jochen's, June 24.

Ranchi, P. & O., June 25.

Tilawa, B.I. (Apar), June 25.

Emp. of Japan, C.P.S., June 26.

Talis Rossmel, Messageries, June 26.

General Lee, States Co., June 27.

Philoctetes, B. & S., June 27.

Emp. of Asia, C.P.S., July 10.

SHANGHAI AND VIA PORTS.

Sandviken, Jardine's, June 3.

Soochow, B. & S., June 4.

Chekiang, B. & S., June 4.

Taiwan, B. & S., June 4.

Himalaya, Lloyd Triestino, June 5.

Hoihow, B. & S., June 5.

Sumatra, Lloyd Triestino, June 5.

Davien, B. & S., June 7.

Tjibadak, J.C.J. Line, June 10.

Yaching, Jardine's, June 10.

Taiyuan, B. & S., June 11.

Yochow, B. & S., June 12.

Kingyuan, B. & S., June 12.

Demodocus, B. & S., June 15.

Antenor, B. & S., June 19.

Glancus, B. & S., June 19.

Conte Verde, Lloyd Triestino, June 20.

Swatow.

Cremor, J.C.J. Line, June 2.

Haiyang, Douglas, June 2.

Hellas, Thoresen's, June 2.

Kalgan, B. & S., June 2.

Hainsang, Jardine's, June 3.

Ninghai, B. & S., June 3.

Hozan Maru, O.S.K., June 3.

Sandviken, Jardine's, June 3.

Seistan, Douglas, June 3.

Soochow, B. & S., June 3.

Haining, Douglas, June 5.

Hoihow, B. & S., June 5.

Davien, Jardine's, June 7.

Hong Kong Maru, O.S.K., June 7.

Taiyuan, B. & S., June 8.

Haitan, Douglas, June 9.

Hellas, Thoresen's, June 10.

Kwei-yang, B. & S., June 10.

Nanning, B. & S., June 10.

Yaching, Jardine's, June 10.

Yochow, B. & S., June 12.

Kingyuan, B. & S., June 12.

Van Heutz, J.C.J. Line, June 10.

Hai Hing, Thoresen's, June 19.

Hiram, Thoresen's, June 20.

Taku.

Muensterland, Jochen's, June 2.

Neckar, Melchers, June 2.

Older, Melchers, June 13.

Antenor, B. & S., June 19.

Rheinland, Jochen's, June 24.

Tientsin.

Ninghai, B. & S., June 3.

Hoihow, B. & S., June 5.

Nanning, B. & S., June 10.

Yochow, B. & S., June 12.

Tsingtao.

Muensterland, Jochen's, June 2.

Neckar, Melchers, June 2.

Hainsang, Jardine's, June 3.

Ninghai, B. & S., June 3.

Sandviken, Jardine's, June 3.

Hoihow, B. & S., June 5.

Davien, Jardine's, June 7.

Leverkusen, Jochen's, June 9.

Nanning, B. & S., June 10.

Yaching, Jardine's, June 10.

Yokohama.

Yochow, B. & S., June 12.

EASTWARD

FROM HONG KONG TO NORTH AND SOUTH AMERICA

Balboa.

Pres. Taft, Dollar's, June 3.

Pres

CANADIAN PACIFIC

WORLD'S GREATEST TRAVEL SYSTEM

	Hong Kong	Shanghai	Nagasaki	Kobe	Yokohama	Honolulu	Vancouver
	Leave	Leave	Leave	Leave	Leave	Leave	Arrive
E/Russia	June 12	June 14	June 16	June 18	June 20	June 22	June 29
E/Japan	June 26	June 28	July 1	July 3	July 5	July 7	July 14
E/Asia	July 10	July 12	July 14	July 16	July 18	July 20	July 27
E/Canada	July 24	July 26	July 28	July 30	Aug. 1	Aug. 3	Aug. 10
E/Russia	Aug. 7	Aug. 9	Aug. 11	Aug. 13	Aug. 15	Aug. 17	Aug. 24
E/Japan	Aug. 21	Aug. 23	Aug. 25	Aug. 27	Aug. 29	Sept. 1	Sept. 8
E/Asia	Sept. 4	Sept. 6	Sept. 8	Sept. 10	Sept. 12	Sept. 14	Sept. 21
E/Canada	Sept. 18	Sept. 20	Sept. 22	Sept. 24	Sept. 26	Sept. 28	Oct. 5
E/Russia	Oct. 2	Oct. 4	Oct. 6	Oct. 8	Oct. 10	Oct. 12	Oct. 19
E/Japan	Oct. 16	Oct. 18	Oct. 20	Oct. 22	Oct. 24	Oct. 26	Nov. 2

VANCOUVER GOLDEN JUBILEE

JULY 1st to SEPTEMBER 7th, 1936.

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TO MANILA

EMPRESS OF RUSSIA 6 P.M. June 4th.
EMPRESS OF JAPAN ... June 19th.

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SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.
CHICHIBU MARU ... Wednesday, 3rd June at 10 a.m.
TATSUTA MARU ... Wednesday, 17th June at 10 a.m.
ASAMA MARU ... Wednesday, 2nd July

SEATTLE & VANCOUVER.
BEIAN MARU ... (Starts from Kobe) Saturday, 20th June
HIKAWA MARU ... (Starts from Kobe) Friday, 14th July

NEW YORK via Panama.
+ NAGARA MARU ... Friday, 12th June
+ NOJIMA MARU ... Tuesday, 7th July

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
HEIYO MARU ... Saturday, 4th July

LONDON, MARSEILLES, ANTWERP, ROTTERDAM
KATORI MARU ... Saturday, 5th June
KASHIMA MARU ... Saturday, 27th June
YASUKUNI MARU ... Friday, 3rd July

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus, and Valencia.
+ DAKAR MARU ... Wednesday, 10th June
SYDNEY & MELBOURNE via Manila and Ports.
ATSUTA MARU ... Saturday, 27th June
KAMO MARU ... Saturday, 25th July

BOMBAY via Singapore, Penang and Colombo.
+ MORIOKA MARU ... Saturday, 6th June
+ ANYO MARU ... Thursday, 11th June

CALCUTTA via Singapore, Penang and Rangoon.
+ LISBON MARU ... Sunday, 7th June
+ MALACCA MARU ... Tuesday, 10th June

SHANGHAI, KOBE & YOKOHAMA.
HAKONE MARU ... Friday, 5th June
KAMO MARU (Nagasaki direct) ... Friday, 19th June
SUWA MARU ... Saturday, 20th June

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To SHANGHAI—Kobe.	To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port Said
SPHINX ... 18th June, 1936.	JEAN LABORDE 2nd June 1936.
FELIX ROUSSEL 28th June, 1936.	DAETAGNAN 16th June 1936.
MARCEL JOFFRE 10th July, 1936.	SPHINX 30th June 1936.
ARABIS ... 24th July, 1936.	FELIX ROUSSEL 14th July 1936.
CHENONCEAUX 8th Aug., 1936.	MARCEL JOFFRE 28th July 1936.
JEAN LABORDE ... 21st Aug., 1936.	ARABIS ... 11th Aug., 1936.

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Shipping News

Daily Statement, Clearances, Ships in Harbour, etc.

ADVERTISED SAILING FROM HONG KONG

(Continued from Page 14)

Meerkkerk, J.C.J. Line, June 11.
Ranpara, P. & O., June 13.
Kashima Maru, N.Y.K., June 15.
Sumatra Maru, O.S.K., June 19.
Hamburg Maru, N.Y.K., June 20.
Kashima Maru, N.Y.K., June 20.
Pres. Polk, Dollar's, June 20.
Soudan, P. & O., June 20.
Duisburg, J.C.J. Line, June 20.
Yuen-sang, Jardine's, June 22.
Scharnhorst, Melchers', June 25.
Rawalpindi, P. & O., June 27.
Patrolus, B. & S., July 1.

Persian Gulf.
Alipore, P. & O., June 6.
Ranpara, P. & O., June 13.
Rawalpindi, P. & O., June 27.

Piraeus.
Dakar Maru, N.Y.K., June 10.
Port Swettenham.
Tahiti, B.I. (Aper), June 6.
Sirdhana, B.I. (Aper), June 20.

Port Said.
Jean Laborde, Messageries', June 2.
Sarpedon, B. & S., June 3.
Behar, P. & O., June 3.
Katori Maru, N.Y.K., June 6.
Rees, Garfield, Dollar's, June 6.
Duisburg, J.C.J. Line, June 8.
Benroch, Loxley's, June 9.
Isar, Melchers', June 9.
Dakar Maru, N.Y.K., June 10.
Meerkkerk, J.C.J. Line, June 11.
Ranpara, P. & O., June 13.
D'Artagnan, Messageries', June 10.

Rangoon.
Hui Lee, Thoresen's, June 5.
Tahiti, B.I. (Aper), June 6.
Lisbon Maru, N.Y.K., June 7.
Malacca Maru, N.Y.K., June 10.
Hamburg Maru, O.S.K., June 20.
Sirdhana, B.I. (Aper), June 20.

Rotterdam.
Sarpedon, B. & S., June 3.
Behar, P. & O., June 3.
Katori Maru, N.Y.K., June 6.
City of Mobile, Bank Line, June 8.
Duisburg, J.C.J. Line, June 8.
Benroch, Loxley's, June 9.

Scandinavian and Baltic Ports.
Oldenburg, J.C.J. Line, June 22.
Toulouze, Thoresen's, June 24.
Scharnhorst, Melchers', June 25.

Singapore.
Jean Laborde, Messageries', June 2.
Borneo Maru, O.S.K., June 3.
Sarpedon, B. & S., June 3.
Arabia Maru, O.S.K., June 6.
Tahiti, B.I. (Aper), June 6.
Behar, P. & O., June 6.
Katori Maru, N.Y.K., June 6.
Anshun, B. & S., June 8.
Duisburg, J.C.J. Line, June 8.
Benroch, Loxley's, June 9.
Isar, Melchers', June 9.

S. and E. African Ports.
Dakar Maru, N.Y.K., June 10.
Cremor, J.C.J. Line, June 11.
Meerkkerk, J.C.J. Line, June 11.
Ranpara, P. & O., June 13.
Kum-sang, Jardine's, June 15.
D'Artagnan, Messageries', June 10.

Suez.
Malacca Maru, N.Y.K., June 16.
Deucalion, B. & S., June 17.
Sumatra Maru, O.S.K., June 19.
Hamburg Maru, O.S.K., June 20.
Arabia Maru, O.S.K., June 5.
Santos Maru, O.S.K., June 23.

Suez.
Jean Laborde, Messageries', June 2.
Katori Maru, N.Y.K., June 6.
Pres. Garfield, Dollar's, June 6.
Moroka Maru, N.Y.K., June 6.
Pres. Garfield, Dollar's, June 6.
Tahiti, B.I. (Aper), June 6.
Lisbon Maru, N.Y.K., June 7.
City of Mobile, Bank Line, June 8.
Duisburg, J.C.J. Line, June 8.
Benroch, Loxley's, June 9.
Isar, Melchers', June 9.
Chak-sang, Jardine's, June 10.

Tangier.
Ranpara, P. & O., June 13.
Rawalpindi, P. & O., June 27.

Triest and Venice.
Conte Verde, Lloyd Triestino, June 28.

Valencia.
Dakar Maru, N.Y.K., June 10.

NEWS FROM THE WATERFRONT

Freight and Asiatic Passengers Returns

(BY LONGSHOREMAN).

The freight returns, received from the Harbour Office during the 24 hours ended at 9.00 a.m. yesterday, showed a moderate tonnage movement.

The total tonnage of general cargo carried by vessels to the Colony was 9,278 tons, with British steamers carrying 6,114 tons.

Through cargo for ports beyond the Colony amounted to 9,228 tons, of which 765 tons were carried by British steamers. Asiatic deck passengers entering into the Colony during the 24 hours ended at 9.00 a.m. yesterday were 1,933, of which 1,118 were from British steamers.

There were altogether fifteen arrivals, of which six were of British registry, the remainder being of other nationalities, while of the 11 departures, five were British ships, the rest being of other different countries. Particulars as follows:—

Nationality	Ships	Tonnage
-------------	-------	---------

British	6	8,879
American	1	315
Dutch	1	851
French	1	985
Japanese	3	5,522
Chinese	3	1,214
Total	15	15,506

SHIPPING MOVEMENTS

The s.s. "Nankin" from Australia left Manila on Sunday morning and is due in Hong Kong this morning.

The Butterfield and Swire's s.s. "Sarpedon" will arrive from Shanghai this afternoon at one o'clock.

The R.M.S. "Empress of Canada" arrived at Shanghai on the 31st May (Sunday) at 9 a.m., left Shanghai on the same day at 5 p.m. is due at Kobe to-day (2nd June) at 4 p.m., leaves Kobe tomorrow (3rd June) at 4 p.m., and will leave Yokohama for Honolulu, Victoria and Vancouver on the 5th June (Friday) at 1 a.m.

The R.M.S. "Empress of Russia" arrived at Shanghai on the 1st June (Monday) at 10.30 a.m. and leaving Shanghai to-day (Tuesday) at 6.00 p.m. She is due at Hong Kong on the 4th June (Thursday) at 8.00 a.m. and will leave Hong Kong for Manila on the same day at 6.00 p.m.

ARRIVALS

1ST JUNE, 1936.

Houtman, Dutch steamer, 3,180 tons, Captain L. C. Hagenaar, from Singapore. Kowloon Wharf.—J. C. J. Line.
Sekho Maru, Japanese steamer, 3,278 tons, Captain T. Ishiyama, from Milke, Kowloon Bay.—M. B. K.
Hing Sang, British steamer, 1,356 tons, Captain Hopkins, from Swatow, buoy No. 88.—J. M. & Co.
Fronto, Norwegian steamer, 1,283 tons, Captain B. J. Moller, from Holthow, buoy No. B18.—Swee Hong.

Muensterland, German steamer, 3,873 tons, Capt. C. Wulweber, from Hamburg via Manila. Kowloon Wharf.—Jessen & Co.
Sul Yang, British steamer, 1,584 tons, Captain D. Williams, from Canton. Talkoo Dock.—B. & S.
G.G. Paul Doumer, French steamer, 743 tons, Captain P. B. Morgand, from Canton, buoy No. C1.—M. M. & Co.

Calchas, British steamer, 6,329 tons, Captain Holden, from Singapore. Holt's Wharf.—Butterfield and Swire.
Chong Lee, Chinese steamer, 1,249 tons, Captain Tanida, from Tongku via Tsingtau, buoy No. B17.—Kwong Wo Shing.
Kaying, British steamer, 1,572 tons, Captain D. D. Richards, from Pukhol, buoy No. B14.—B. & S.

President Taft, American steamer, 8,171 tons, Captain J. Griffith, from Manila. Kowloon Wharf.—Dollar Line.

31ST MAY, 1936.

Apcey, British steamer, 1,778 tons, Captain C. Boyce, from Saigon, buoy No. B6.—We Fat Sing.
Tjisonard, Dutch steamer, 5,019 tons, Captain P. J. Van Nuyts, from Amoy, buoy No. A9.—J. C. J. Line.

Frerun, German steamer, 1,470 tons, Captain H. Reinhardt, from Rabaul, Kowloon Wharf.—Melchers & Co.
Cepolis, British steamer, 3,365 tons, Captain J. P. Allan, from Tarakan, North Point.—A. P. C.

Wong Shek Kung, Chinese steamer, 1,044 tons, Captain A. Lathovetsky, from Bangkok, buoy No. B10.—Yong Hong Loong.

Tchekam, Chinese steamer, 806 tons, Captain Kwok Fook, from Holthow, buoy No. B5.—Ping On & Co.

Gertrude Maersk, Danish steamer, 3,154 tons, Captain Nielsen, from Shanghai. Kowloon Wharf.—Jessen & Co.

CLEARANCES

1ST JUNE, 1936.

Ninghal for Canton
Agra for Manila
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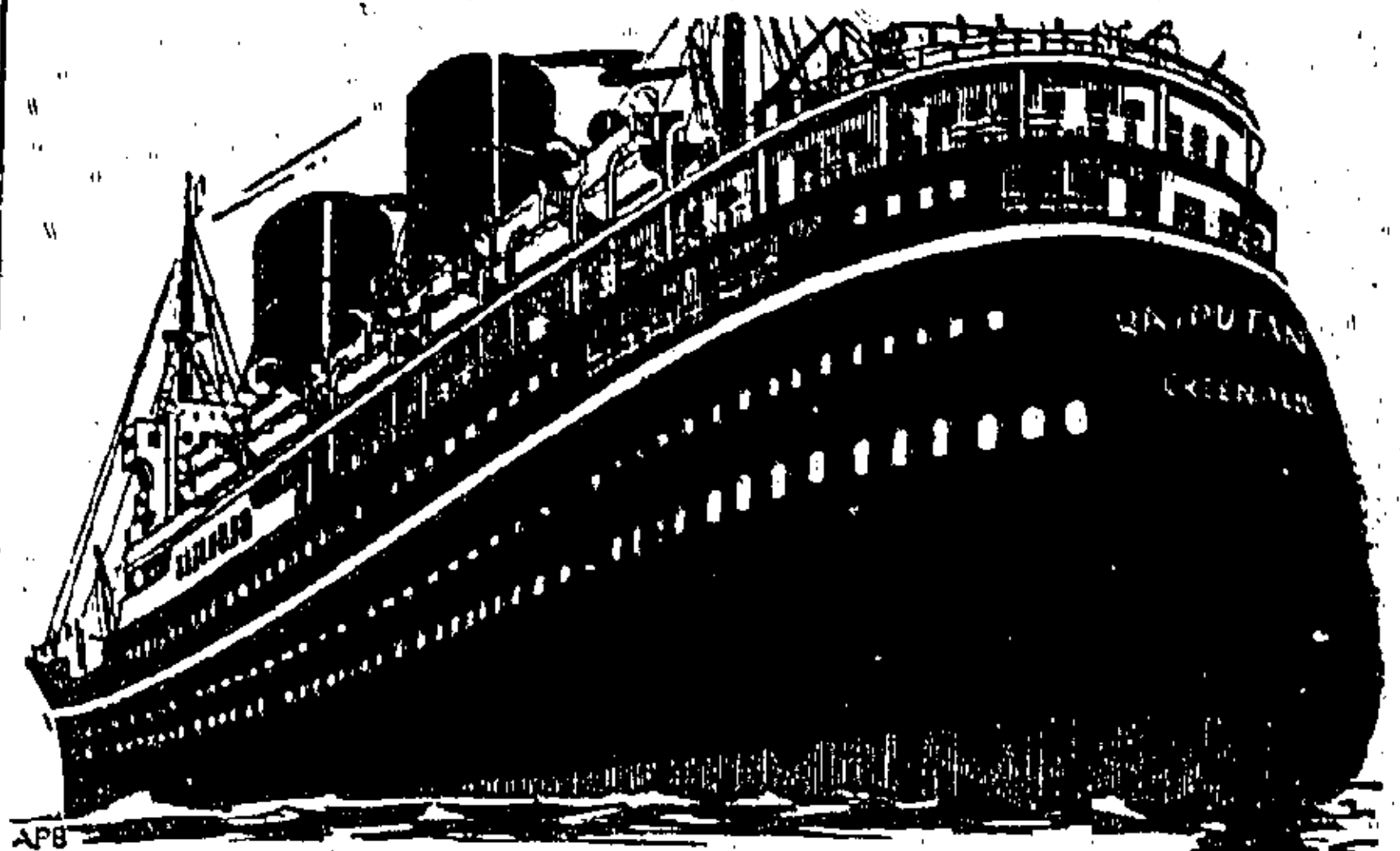
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*RANPURA	17,000	13th June	Bombay, Marseilles & London.
*SOUDAN	7,000	20th June	Marseilles, Havre, London, Hamburg, R'dam, Antwerp & Hull.
*RAWALPINDI	17,000	27th June	Bombay, Marseilles & London.
*CORFU	14,500	11th July	Bombay, Marseilles & London.
*BURDWAN	6,000	18th July	Mars, Havre, London, H'g.
*FRANCHI	17,000	25th July	R'dam, Antwerp & Hull.
*INALDERA	16,000	8th Aug.	Bombay, Marseilles & London.
*SOMALI	7,000	15th Aug.	Mars, Havre, London, H'g.
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NANKIN	7,000	3rd July	Sydney, Melbourne & Hobart
NELLORE	7,000	1st Aug.	

SAILINGS TO SHANGHAI & JAPAN

NANKIN	7,000	4th June	Shanghai & Japan
*BURDWAN	6,000	10th June	do
CORFU	14,500	11th June	do
SHIRALA	8,000	11th June	Amoy, Shanghai & Japan
RANCHI	17,000	25th June	Shanghai & Japan
TILAWA	10,000	25th June	Amoy, Shanghai & Japan
NELLORE	7,000	7th July	Shanghai & Japan
*SOMALI	7,000	7th July	Shanghai & Japan

* Cargo only.

ALL DATES are approximate and subject to alteration without notice.

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